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## **AGRIBUSINESS AND TRADE PROMOTION (USAID ATP)**

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### **Semi Annual Reports on Road Harassment on at least One Selected Trunk Route FY11 (Oct. 2010 – Mar. 2011)**

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*In collaboration with:*  
ACDI/VOCA  
CARANA Corporation

# 14<sup>th</sup> IRTG Report / UEMOA

February 2011



*The 14<sup>th</sup> report presents in detail results tracked during the period from October 1<sup>st</sup> to December 31<sup>st</sup> 2010.*

*– The first section presents results obtained from six<sup>1</sup> corridors monitored by the Improved Road Transport Governance initiative (IRTG) – Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou and Abidjan-Bamako.*

*– The second section presents results obtained on five<sup>2</sup> corridors monitored by USAID's regional project Agribusiness and Trade Promotion (ATP) – Kantchari-Accra, Fada N'Gourma-Parakou, Techiman-Kantchari, Bobo Dioulasso-Koutiala, Koutiala-Dakar and the Malian section Niono-Bamako.*

## Results from surveys conducted during the 4<sup>th</sup> quarter of 2010

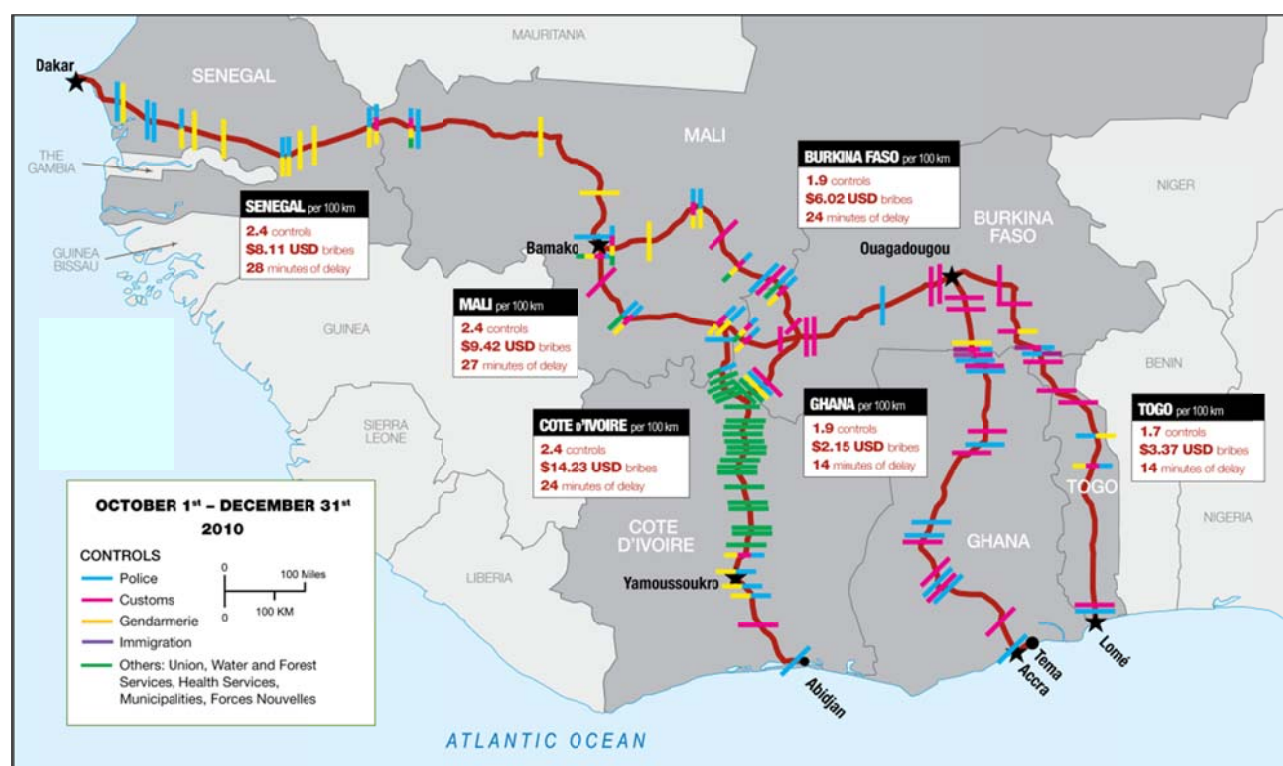
<sup>1</sup> To facilitate analysis, an IRTG corridor connects only two counties while an ATP corridor involves only one type of food product.

<sup>2</sup> The corridors Bobo Dioulasso-Koutiala, Koutiala-Dakar, and the Malian section Niono-Bamako were included during the fourth quarter.



# SECTION 1

## Improved Road Transport Governance initiative on West African interstate corridors



Graphic 1: Summary map of IRTG corridors – October 1<sup>st</sup> to December 31<sup>st</sup> 2010

## EXECUTIVE SUMMARY

The 14th report lists in detail the road harassment faced by West African truckers and shippers through three indicators: number of control points, amount of bribes and time of delays. In the countries monitored during the last quarter of 2010 bribes paid by surveyed truckers to uniformed officers amounted to \$61,662 USD at 19,161 control points delaying truckers for a total of 148.5 days.

The survey results are alarming:

- Average number of controls per 100 km is around 2.
- Average bribes per 100 km vary between \$2.18 USD (in Ghana) and \$13.96 USD (in Côte d'Ivoire).
- Average time of delays per 100 km vary between 14 minutes (in Togo and Ghana) up to 28 minutes (in Senegal).

The evolution suggests a generalized increase in almost all indicators – controls +2.5%, bribes +3.1% and delays 74.0%.

## INTRODUCTION

The IRTG project is an ECOWAS and UEMOA initiative established in 2005 with the technical and financial support of USAID's West Africa Trade Hub and with financial support from the World Bank's Transport Policy Program in Sub Saharan Africa (SSATP).

The objective of the Improved Road Transport Governance IRTG project is to institute good road governance along primary road corridors. The initiative monitors and reports on the number of checkpoints, the length of delays and the value of bribes drivers pay when hauling goods along the **Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou** and **Abidjan-Bamako** corridors.

The initiative raises public awareness about the devastating effects of road harassment by working with local governments, private sector partners and civil society organizations to develop and implement effective measures to curb the malpractice.

Road harassment on interstates corridors across West Africa cost states tens of thousands of U.S. dollars a month obstructing the path to sustainable economic growth. Truckers importing and exporting goods must stop at numerous checkpoints delaying their delivery times. These delays compounded with bribes paid increase overall transport costs and eventually amount to higher than necessary costs of goods to consumers.

The extent of road harassment on West African trade routes is staggering and its impacts are harmful for national and sub-regional economies. The IRTG project asks West African states to take action in reducing road harassment on their main corridors to achieve good road governance for sustainable economic development.

The first section presents the results of the ongoing monitoring of trade corridors by IRTG during the October 1<sup>st</sup> to December 31<sup>st</sup> 2010 quarter.

Considering the quarterly evolution, we follow first the trends between results of the fourth quarter of 2010 (Q4-10) and those of third quarter 2010 (Q3-10), and secondly the results of Q4 2010 and those of the same period last year – Q4-09.

# RESULTS OF SURVEYS CONDUCTED BY IRTG

The data analyzed was collected by legal truck drivers in Burkina Faso, Côte d'Ivoire, Ghana, Mali, Senegal and Togo.

Table 1 gives an overview of the number of controls, bribes and delays per trip on the six corridors currently followed by the IRTG.

Annex 1 details the survey results.

<b>IRTG Results between 1<sup>st</sup> October and 31<sup>st</sup> December 2010 :</b> <b>Controls, Bribes, Delays induced per trip</b>							
Corridor	Distance on each corridor in km	Average number of controls per trip		Average bribes in USD per trip		Delays (in minute)	
		Total	Ratio for 100 km	Total	Ratio for 100 km	Total	Ratio for 100 km
Tema – Ouagadougou	1,057	23.31	2.20	39.12	3.70	245	23
Ouagadougou – Bamako	920	28.23	3.07	110.49	12.01	234	25
Lome – Ouagadougou	1,020	18.77	1.84	40.45	3.97	181	18
Bamako – Dakar	1,476	28.15	1.91	97.96	6.64	441	30
Abidjan – Ouagadougou	1,263	25.55	2.02	98.36	7.79	296	23
Abidjan – Bamako	1,174	24.61	2.10	157.25	13.39	181	15

Table 1: Overview of number of controls, bribes and delays

## I. NUMBER OF CONTROLS

### I.1. AVERAGE NUMBER OF CONTROLS

Regarding the number of controls, the Ouagadougou-Bamako corridor still remains most dense with an average of 3.07 stops per 100 km or about 28 stops per trip. The situation is most prominent on the Malian side with an average of 4.74 stops per 100 km or more than 20 controls per trip compared to 8 stops per trip on the Burkinabe side.

This quarter, the Lome-Ouagadougou corridor recorded the fewest number of stops with only 19 per trip or 1.84 stops per 100 km.

Responsible Agency & Rank Country & Rank	Number of controls per 100 km	1 <sup>st</sup>		2 <sup>nd</sup>		3 <sup>th</sup>		4 <sup>th</sup>	
1 <sup>st</sup> : Senegal	2.42	Gendarmerie	1.30	Police	0.92	Immigration	0.13	Customs	0.06
2 <sup>nd</sup> : Côte d'Ivoire	2.39	Forces Nouvelles	1.66	Police	0.35	Gendarmerie	0.26	Customs	0.08
3 <sup>rd</sup> : Mali	2.38	Police	0.86	Gendarmerie	0.66	Customs	0.42	Others	0.21
4 <sup>th</sup> : Ghana	1.93	Police	0.92	Customs	0.92	Immigration	0.10		
5 <sup>th</sup> : Burkina	1.91	Customs	1.12	Police	0.27	Gendarmerie	0.25	Immigration	0.21
6 <sup>th</sup> : Togo	1.67	Customs	0.68	Police	0.54	Gendarmerie	0.30	Immigration	0.14

Table 2: Ranking of countries by density of controls and responsible agencies

Average number of controls per 100 km								
Corridor	Distance in km	Number of controls per 100 km by corridor	Number of controls per 100 km by corridor sub-section					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1,057	2.20	3.56	-	1.93	-	-	-
Ouagadougou – Bamako	920	3.07	1.59	-	-	4.74	-	-
Lome – Ouagadougou	1,020	1.84	2.32					1.67
Bamako – Dakar	1,476	1.91	-	-	-	1.47	2.42	-
Abidjan – Ouagadougou	1,263	2.02	1.42	2.44	-	-	-	-
Abidjan – Bamako	1,174	2.10	-	2.33	-	1.74	-	-
Weighted Average		2.15	1.90	2.39	1.93	2.38	2.42	1.67

Table 3: Number of controls per 100 km, by corridor and sub-corridor

## I.2. Evolution of average number of controls

Regarding the number of controls, the figures obtained during the fourth quarter of 2010 are still up slightly from the previous quarter on all six corridors observed by the IRTG. The number has increased by 2.5% within the six corridors, as evident by the following table.

Table 4: Evolution of the average number of controls by corridor and sub-corridor

Distance	Corridor	Number of controls per trip			Number of controls per 100 km			Variation	
		Q4-09	Q3-10	Q4-10	Q4-09	Q3-10	Q4-10	Q4-10/Q3-10	Q4-10/Q4-09
1057	Tema – Ouaga	21.71	22.83	23.31	2.05	2.16	2.20	2.1%	7.3%
881	Ghana	15.03	16.61	17.03	1.71	1.89	1.93	2.5%	13.3%
176	Burkina	6.68	6.21	6.27	3.79	3.53	3.56	0.9%	-6.0%
920	Ouaga – Bamako	22.73	26.13	28.23	2.47	2.84	3.07	8.0%	24.2%
488	Burkina	6.54	7.65	7.76	1.34	1.57	1.59	1.6%	18.8%
432	Mali	16.19	18.48	20.46	3.75	4.28	4.74	10.7%	26.4%
1020	Lome – Ouaga	18.15	19.62	18.77	1.78	1.92	1.84	-4.3%	3.4%
746	Togo	12.72	13.51	12.43	1.71	1.81	1.67	-8.0%	-2.3%
274	Burkina	5.43	6.10	6.35	1.98	2.23	2.32	3.9%	16.8%
1476	Bamako – Dakar	39.19	25.3	28.15	2.66	1.71	1.91	11.3%	-28.2%
794	Mali	10.92	9.74	11.67	1.38	1.23	1.47	19.8%	6.8%
682	Senegal	28.27	15.56	16.48	4.15	2.28	2.42	5.9%	-41.7%
1263	Abidjan – Ouaga		25.06	25.55		1.98	2.02	1.9%	
746	CI		18.55	18.23		2.49	2.44	-1.7%	
517	Burkina		6.51	7.32		1.26	1.42	12.4%	
1174	Abidjan – Bamako		26.01	24.61		2.22	2.10	-5.4%	
710	CI		17.08	16.53		2.40	2.33	-3.2%	
464	Mali		8.93	8.08		1.93	1.74	-9.5%	
Average <sup>3</sup> 6 corridors		25.45	24.16	24.77	2.28	2.10	2.15	2.5%	

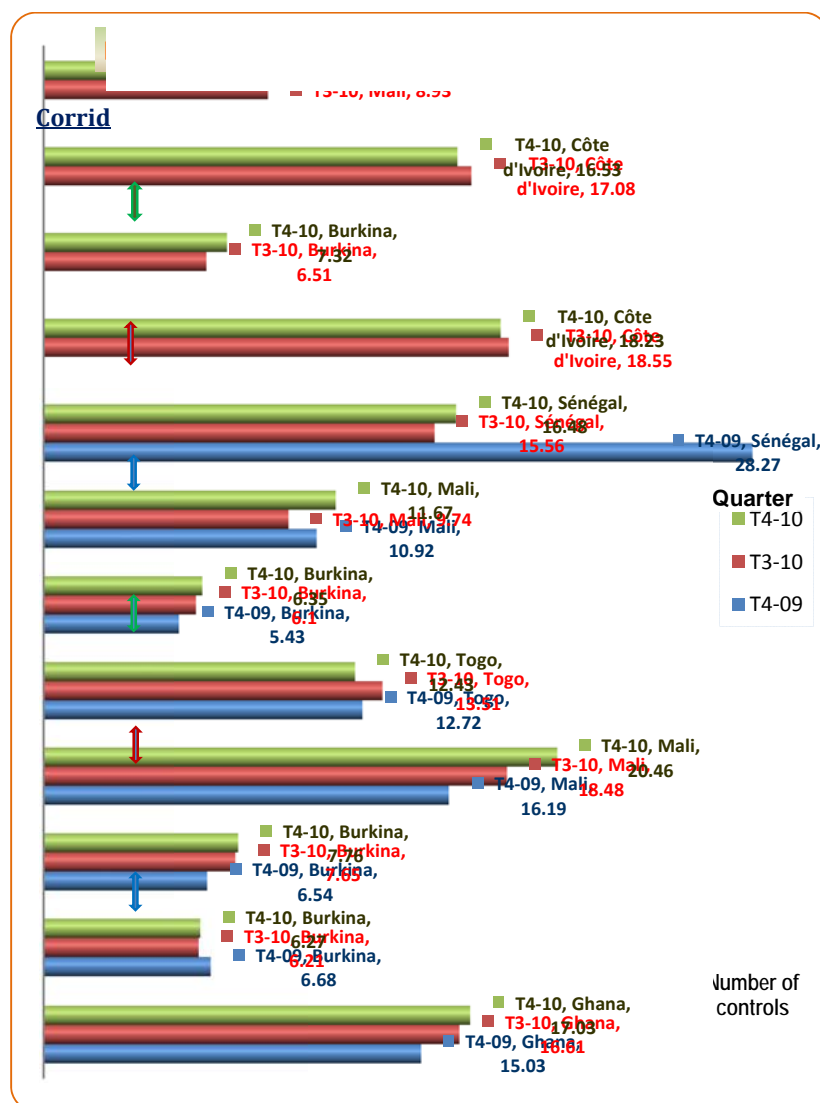
<sup>3</sup> The average number of controls per trip is a simple average. The average number of controls per 100 km is an average weighted by the length of corridors



Table 5: Evolution of the number of controls per 100 km by country

Number of controls per 100 km by country							
	Number of controls per 100 km on all corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Quarter Q4-10	2.15	1.90	2.39	1.93	2.38	2.42	1.67
Quarter Q3-10	2.10	1.82	2.45	1.89	2.20	2.28	1.81
Quarter Q4-09	2.28	1.99	-	1.71	2.21	4.15	1.71

Graphic 2: Evolution of the average number of controls per trip by corridor and sub-corridor



### Number of controls

In comparison with last quarter (Q3-10), the number of controls increased by 2.5% per trip on all the 6 corridors covered by IRTG. Mali is mainly responsible with the highest increase of 19.8% and 10.7% on Bamako-Dakar and Ouaga-Bamako corridors.

Small decreases were noted on the Lome-Ouagadougou and Abidjan-Bamako corridors – -4.3% and -5.4% respectively. In Togo the removal of 1 control point added to an 8.0% decrease while in Mali 1 control removal decreased their average by 9.5%.

In comparison with the same period of last year (Q4-09), this 4<sup>th</sup> quarter of 2010 (Q4-10) shows a 3.3% decrease in the number of controls per trip on four corridors – Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou and Bamako-Dakar dropping the average from 2.28 (Q4-09) to 2.20 (Q4-10) control points per 100 km.

## II. BRIBES

### II.1. Average bribes collected

Average bribes per 100 km								
Corridor	Distance in km	Bribes per 100km by corridor (USD)	Bribes per 100km by corridor sub-section (USD)					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1,057	3.70	11.31	-	2.18	-	-	-
Ouagadougou – Bamako	920	12.01	5.64	-	-	19.21	-	-
Lome – Ouagadougou	1,020	3.97	5.75	-	-	-	-	3.31
Bamako – Dakar	1,476	6.64	-	-	-	5.50	7.96	-
Abidjan – Ouagadougou	1,263	7.79	4.41	10.13	-	-	-	-
Abidjan – Bamako	1,174	13.39	-	17.99	-	6.36	-	-
Weighted Average		7.87	5.91	13.96	2.18	9.24	7.96	3.31

Table 6: Bribes per 100 km, by corridor and sub-corridor

The table below details which uniformed officials are responsible for bribes collected in each country.

Responsible Agency & Rank Country & Rank	Bribes per 100 km (USD)	1 <sup>st</sup>		2 <sup>nd</sup>		3 <sup>rd</sup>		4 <sup>th</sup>	
1 <sup>st</sup> : Côte d'Ivoire	13.96	Forces Nouvelles	11.76	Police	0.81	Gendarmerie	0.54	Others	0.46
2 <sup>nd</sup> : Mali	9.24	Police	3.36	Customs	2.61	Gendarmerie	1.73	Others	0.75
3 <sup>rd</sup> : Senegal	7.96	Gendarmerie	3.47	Police	3.37	Immigration	0.61	Customs	0.50
4 <sup>th</sup> : Burkina	5.91	Customs	2.82	Gendarmerie	1.10	Police	1.08	Immigration	0.77
5 <sup>th</sup> : Togo	3.31	Police	1.25	Customs	0.99	Gendarmerie	0.70	Immigration	0.36
6 <sup>th</sup> : Ghana	2.18	Police	1.19	Customs	0.86	Immigration	0.13		

Table 7: Ranking of countries by density of bribes and responsible agencies



## II.2. Evolution of average bribes

The average amount of bribes paid during the 4<sup>th</sup> quarter 2010 is 3.1% higher in comparison with the previous quarter on all six corridors observed by IRTG.

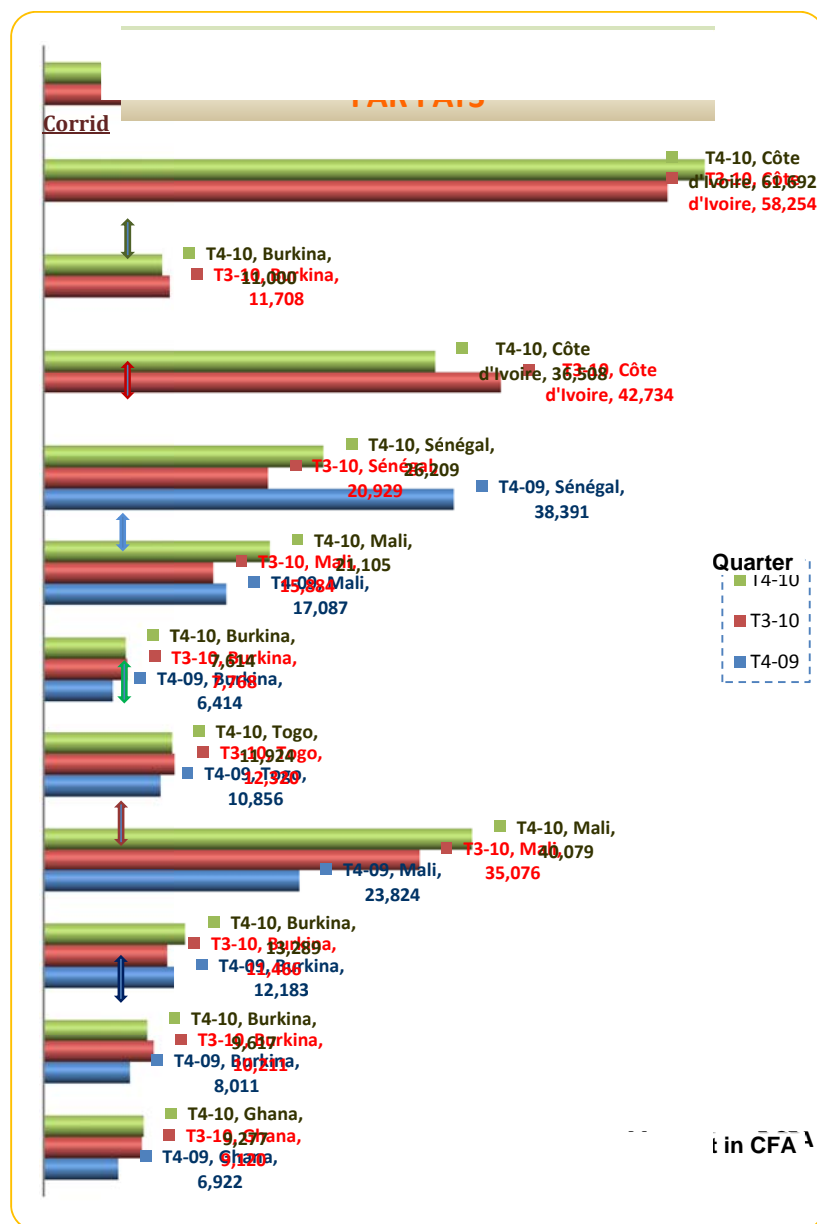
Table 8: Evolution of the average bribes by corridor and sub-corridor

Distance	Corridor	Bribes collected per trip			Bribes collected per 100 km			Variation	
		Q4-09	Q3-10	Q4-10	Q4-09	Q3-10	Q4-10	Q4-10/Q3-10	Q4-10/Q4-09
1,057	Tema – Ouagadougou	30.92	40.02	39.12	2.92	3.79	3.70	-2.3%	26.5%
881	Ghana	14.33	18.88	19.21	1.63	2.14	2.18	1.7%	34.0%
176	Burkina	16.59	21.14	19.91	9.42	12.01	11.31	-5.8%	20.0%
92	Ouagadougou – Bamako	74.55	96.36	110.49	8.10	10.47	12.01	14.7%	48.2%
488	Burkina	25.22	23.74	27.51	5.17	4.86	5.64	15.9%	9.1%
432	Mali	49.33	72.62	82.98	11.42	16.81	19.21	14.3%	68.2%
1,020	Lome – Ouagadougou	35.76	41.59	40.45	3.51	4.08	3.97	-2.7%	13.1%
746	Togo	22.48	25.51	24.69	3.01	3.42	3.31	-3.2%	9.8%
274	Burkina	13.28	16.08	15.76	4.85	5.87	5.75	-2.0%	18.7%
1,476	Bamako – Dakar	114.86	76.22	97.96	7.78	5.16	6.64	28.5%	-14.7%
794	Mali	35.38	32.89	43.70	4.46	4.14	5.50	32.9%	23.5%
682	Senegal	79.48	43.33	54.26	11.65	6.35	7.96	25.2%	-31.7%
1,263	Abidjan – Ouagadougou		112.72	98.36		8.92	7.79	-12.7%	
746	Côte d'Ivoire		88.48	75.59		11.86	10.13	-14.6%	
517	Burkina		24.24	22.77		4.69	4.41	-6.0%	
1,174	Abidjan – Bamako		160.19	157.25		13.65	13.39	-1.8%	
710	Côte d'Ivoire		120.61	127.73		16.99	17.99	5.9%	
464	Mali		39.58	29.53		8.53	6.36	-25.4%	
Average <sup>4</sup> of 6 corridors		64.02	87.85	90.61	5.73	7.63	7.87	3.1%	

Table 9: Evolution of bribes per 100 km by country

Bribes per 100 km by country							
	Bribes per 100 km (USD) on all corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Quarter Q4-10	7.87	5.91	13.96	2.18	9.24	7.96	3.31
Quarter Q3-10	7.63	5.86	14.36	2.14	8.59	6.35	3.42
Quarter Q4-09	5.73	5.87	-	1.63	6.91	11.65	3.01

<sup>4</sup> The average bribes per trip is a simple average. The average bribes per 100 km is an average weighted by the length of corridors



Graphic 3: Evolution of the average bribes per trip by corridor and sub-corridor

## Bribery

Comparing the results of this quarter to the previous quarter (Q3-10) the average amount of bribes paid per trip increased by 3.1% on all the 6 IRTG corridors. The rates went from \$89 USD (Q3-10) to \$92 USD (Q4-10). Mali registered the highest average increase across all the countries at 32.9%, and 14.3% on the Bamako-Dakar and Ouaga-Bamako corridors respectively.

A 12.7% decrease was noted on the Abidjan-Ouaga corridor dropping from \$112.72 USD (Q3-10) to \$98.36 USD (Q4-10) per trip.

Tema-Ouagadougou and Lome-Ouagadougou corridors also registered small drops of -2.3% and -2.7% respectively.

Compared to the same period of 2009 there was a 12.5% increase in bribes on the Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou and Bamako-Dakar corridors.

### III. DELAYS

#### III.1. Average delays

On the Bamako-Dakar corridor the delays were the highest with 30 minutes lost every 100 km, a staggering delay of 7 hours 21 minutes per trip.

Average delays per 100 km								
Corridor	Distance in km	Delays per 100 km by corridor (min)	Delays per 100 km by corridor sub-section (min)					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1,057	23	69	-	14	-	-	-
Ouagadougou – Bamako	920	25	13	-	-	39	-	-
Lome – Ouagadougou	1,020	18	29					14
Bamako – Dakar	1,476	30	-	-	-	31	28	-
Abidjan – Ouagadougou	1,263	23	15	29	-	-	-	-
Abidjan – Bamako	1,174	15	-	19	-	10	-	-
Weighted average		23	24	24	14	27	28	14

Table 10: Delays per 100 km, by corridor and sub-corridor

## II.2. Evolution of average delays

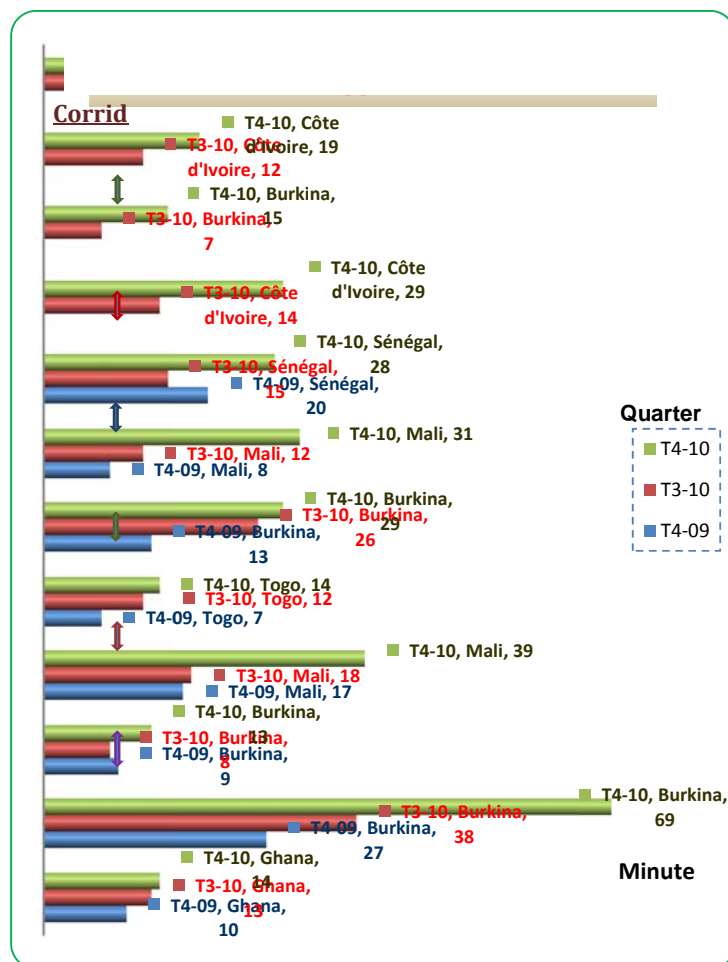
Data obtained during the fourth quarter of 2010 revealed higher delays as compared to the previous quarter for the six corridors followed by IRTG. The delays strongly increased by 74.0% on all six corridors as indicated by the table below.

Distance	Corridor	Delays (minutes) per 100 km			Variation	
		Q4-09	Q3-10	Q4-10	Q4-10/Q3-10	Q410/Q4-09
<b>1,057</b>	<b>Tema-Ouagadougou</b>	<b>12</b>	<b>17</b>	<b>23</b>	<b>38.6%</b>	<b>86.5%</b>
881	Ghana	10	13	14	12.5%	46.8%
176	Burkina	27	38	69	81.9%	158.3%
<b>920</b>	<b>Ouagadougou-Bamako</b>	<b>13</b>	<b>12</b>	<b>25</b>	<b>103.4%</b>	<b>99.8%</b>
488	Burkina	9	8	13	72.8%	56.5%
432	Mali	17	18	39	118.3%	123.6%
<b>1,020</b>	<b>Lome-Ouagadougou</b>	<b>8</b>	<b>16</b>	<b>18</b>	<b>11.0%</b>	<b>114.7%</b>
746	Togo	7	12	14	12.0%	104.8%
274	Burkina	13	26	29	9.9%	128.8%
<b>1,476</b>	<b>Bamako-Dakar</b>	<b>13</b>	<b>13</b>	<b>30</b>	<b>125.0%</b>	<b>121.7%</b>
794	Mali	8	12	31	169.3%	310.6%
682	Senegal	20	15	28	85.3%	38.5%
<b>1,263</b>	<b>Abidjan-Ouaga</b>		<b>11</b>	<b>23</b>	<b>111.4%</b>	
746	Côte d'Ivoire		14	29	104.0%	
517	Burkina		7	15	134.4%	
<b>1,174</b>	<b>Abidjan-Bamako</b>		<b>10</b>	<b>15</b>	<b>55.9%</b>	
710	Côte d'Ivoire		12	19	65.3%	
464	Mali		7	10	33.0%	
Average for 6 corridors		12	13	23	74.0%	

Table 11: Evolution of average delays by corridor and sub-corridor

Delays per 100 km by country							
	Delays per 100 km (min) on all the corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Quarter Q4-10	23	24	24	14	27	28	14
Quarter Q3-10	13	14	13	13	12	15	12
Quarter Q4-09	12	13	-	10	11	20	7

Table 12: Evolution of delays per 100 km by country



Graphic 4: Evolution of the average delays by corridor and sub-corridor

## Delays

Average fourth quarter delays per 100 km compared to the previous quarter (Q3-10) increased by 74% on all the 6 IRTG corridors rising from an average of 13 minutes (Q3-10) to 23 minutes (Q4-10).

The highest increase in delays was on the Bamako-Dakar corridor (+125%), jumping from an average of 13 minutes (Q3-10) to 30 minutes (Q4-10) per 100 km.

The Lome-Ouagadougou corridor increased the least (11%) jumping from 16 minutes (Q3-10) to 18 minutes (Q4-10) per 100 km.

Compared to the same period of 2009 the fourth quarter results increased by 107% on the four following corridors: Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou and Bamako-Dakar from 12 minutes (Q4-09) to 25 minutes (Q4-10) per 100 km.

## CONCLUSION

The last quarter of 2010 ended with a 2.5% increase in controls, a 3.1% increase in bribes and a 74.0% increase in delays in comparison with the previous quarter on the 6 main corridors covered by IRTG.

Regarding controls, the Ouaga-Bamako corridor still remains the densest with an average of 3.07 stops per 100 km or 28 stops per trip. This is primarily due to the Malian section of the corridor and the large number of controls, which alone averages 4.74 stops per 100 km or 20 total controls compared to 8 on the Burkinabe side.

The Lome-Ouagadougou corridor averaged the lowest number of controls this quarter with an average of 1.84 stops per 100 km or 19 total controls per trip.

Among the six countries covered, Senegal has the highest average of controls. Côte d'Ivoire ranks second, followed by Mali, Ghana, Burkina Faso and Togo. In Senegal the Gendarmerie leads the road harassment followed by the police, immigration and customs.

The Abidjan-Bamako corridor ranks highest in the average amount of bribes per 100 km paid by truck drivers at an average of \$13.39 USD per 100 km which totals \$157.25 USD across the entire corridor. The Ivoirian side contributes largely to the harassment with an average of \$17.99 USD paid per 100 km or \$127.73 USD paid along the entire Ivoirian side of the corridor – \$111.54 USD of which is extorted by the Forces Nouvelles and escort truck officers. For this reason Côte d'Ivoire is where West African truckers pay the highest bribes.

The Tema-Ouagadougou corridor ranked the lowest among the 6 corridors collecting an average of \$3.70 USD per 100 km or \$39.12 USD per truck for the entire corridor.

Among the six countries covered, Côte d'Ivoire collects the highest amount of bribes followed by Mali, Senegal, Burkina Faso, Togo, and Ghana.

In terms of delays the Bamako-Dakar corridor leads with an average of 30 minutes lost per 100 for a total delay of 7 hours 21 minutes throughout the entire corridor.

The corridor Abidjan-Bamako has the lowest delays with an average of 15 minutes per 100 km.

Among the six countries covered Senegal has the highest delays followed by Mali, Côte d'Ivoire, Burkina Faso, Ghana, and Togo.

The persistence of road harassment on the various corridors underlines the inadequacy of current efforts by the current ECOWAS Trade Liberalization Scheme. The same observations were noted about the management of the security and control officers.

Consequently, IRTG asks these countries to take more deterrent measures to fight corruption more efficiently on the interstate highway corridors.

Such measures could include identification of corrupted agents via newspapers.



## Removing trade barriers in West Africa



# ANNEX 1 : Summary Table of results from October 1<sup>st</sup> to December 31<sup>st</sup> 2010

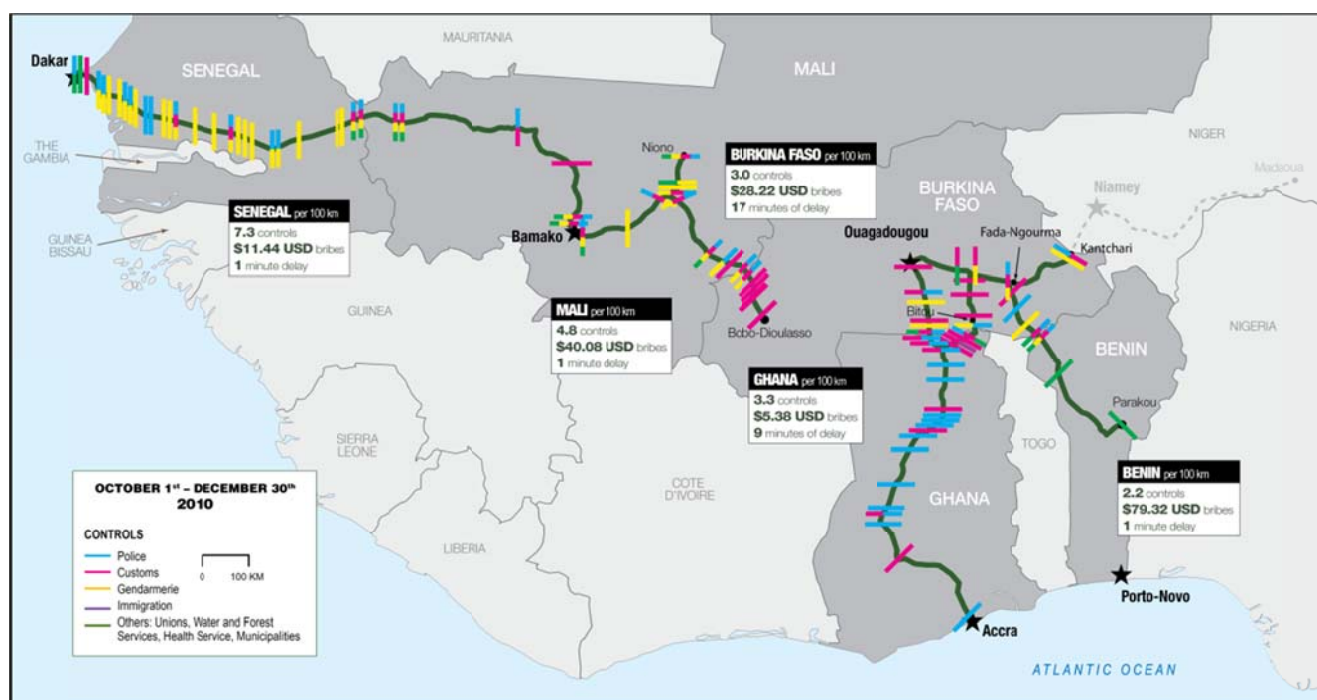
	IRTG results from October 1st to December 31st 2010: Controls, bribes, and delays																			
Country	Number of trips	Distance in km	Number of controls								Bribes in CFA francs								Delays (in minute)	
			Police	Border Police/ Immigration	Customs	Gendarmerie**	Municipalities, Unions	Other***	Total per trip	Total 100 km	Police	Border Police/ Immigration	Customs	Gendarmerie**	Municipalities, Unions	Other***	Total per trip	Total 100 km	Total per trip	Total 100 km
Tema – Ouagadougou																				
Ghana	154	881	8.06	0.90	8.06	0.00	0.01	0.00	17.03	1.93	5,077	558	3,642	0	0	0	9,277	1,053	124	14
Burkina	154	176	0.87	0.87	3.44	1.01	0.00	0.08	6.27	3.56	1,558	1,558	3,981	2,519	0	0	9,617	5,464	121	69
By corr,	154	1,057	8.94	0.88	11.51	1.01	0.01	0.08	23.31	2.20	6,635	2,116	7,623	2,519	0	0	18,894	1,787	245	23
Ouagadougou – Bamako																				
Burkina	102	488	0.95	0.95	4.58	0.62	0.67	0.00	7.76	1.59	1,887	1,887	7,588	966	961	0	13,289	2,723	65	13
Mali	102	432	5.59	0.93	4.63	5.31	2.46	1.54	20.46	4.74	10,211	2,078	13,142	7,098	2,333	5,217	40,079	9,278	168	39
By corr,	102	920	6.54	0.94	9.21	5.93	3.13	1.54	28.23	3.07	12,098	3,966	20,730	8,064	3,294	5,217	53,369	5,801	234	25
Lome – Ouagadougou																				
Togo	223	746	4.04	1.04	5.09	2.23	0.00	0.03	12.43	1.67	4,496	1,296	3,578	2,534	4	16	11,924	1,598	101	14
Burkina	223	274	0.98	0.80	3.58	0.97	0.00	0.00	6.35	2.32	1,453	1,193	3,045	1,919	4	0	7,614	2,779	79	29
By corr,	223	1,020	5.02	0.92	8.67	3.21	0.01	0.03	18.77	1.84	5,948	2,489	6,623	4,453	9	16	19,539	1,916	181	18
Bamako – Dakar																				
Mali	183	794	3.98	0.30	2.13	4.01	0.97	0.27	11.67	1.47	7,828	459	7,186	4,552	910	171	21,105	2,658	250	31
Sénégal	183	682	6.27	0.91	0.41	8.88	0.01	0.00	16.48	2.42	11,107	2,022	1,645	11,425	11	0	26,209	3,843	191	28
By corr,	183	1,476	10.26	0.60	2.54	12.89	0.98	0.27	28.15	1.91	18,934	2,481	8,831	15,977	921	171	47,314	3,206	441	30
Abidjan – Ouagadougou																				
CI	62	746	2.98	0.00	1.05	2.31	0.19	11.69	18.23	2.44	3,032	0	2,274	2,089	258	28,855	36,508	4,894	216	29
Burkina	62	517	1.15	0.44	4.63	1.03	0.05	0.03	7.32	1.42	2,661	774	5,194	2,306	48	16	11,000	2,128	80	15
By corr,	62	1,263	4.13	0.22	5.68	3.34	0.24	11.73	25.55	2.02	5,694	774	7,468	4,395	306	28,871	47,508	3,762	296	23
Abidjan – Bamako																				
CI	72	710	2.06	0.01	0.08	1.53	0.39	12.46	16.53	2.33	2,688	139	319	1,701	2,972	53,872	61,692	8,689	136	19
Mali	72	464	4.94	0.21	0.38	1.76	0.13	0.67	8.08	1.74	9,347	500	1,014	2,472	167	761	14,261	3,074	45	10
By corr,	72	1,174	7.00	0.11	0.46	3.29	0.51	13.13	24.61	2.10	12,035	639	1,333	4,174	3,139	54,633	75,953	6,470	181	15

Notes: \*1 US\$ = 524,8 F CFA et 1 US\$ = 1,41 GH¢, the currency used in this analysis is the CFA Franc ; \*\* There is no Gendarmerie in Ghana ; Other\*\*\*: This column includes: 1) agents or tax collectors on the axle load or 2) the Forces Nouvelles (Côte d'Ivoire).

# SECTION 2

## Road Harassment on USAID ATP and E-ATP Corridors

**Graphic 5: Summary map of corridors followed by USAID ATP and E-ATP**



## EXECUTIVE SUMMARY

The second section describes in detail the number of controls, bribes and delays faced by West African truckers and shippers transporting specific agricultural commodities on five corridors followed by USAID ATP and E-ATP. The average bribes paid amounted to \$26.40 USD per 100 km with an average of 4.15 controls and almost 7 minutes of delay registered per 100 km.

The results observed during the period from October 1<sup>st</sup> to December 31<sup>st</sup> 2010 are alarming. At the national level the lowest average number of controls is 2.2 per 100 km in Benin. The highest is observed in Senegal, a country recently included in the survey, with more than 7.3 controls per 100 km.

The results from bribery show other countries with the highest and lowest average amount paid per 100 km – \$5.47 USD for Ghana and \$77.85 USD for Côte d'Ivoire.

Benin, Mali, and Senegal have the lowest delays in the region averaging 1 minute per 100 km while Burkina Faso delays trucker the most at 17 minutes per 100km.

The number of controls has increased by 5.1% while bribes and delays showed decreases of 12.8% and 67.0% respectively from the previous quarter on three corridors – Kantchari-Accra, Fada N'Gourma-Parakou and Techiman-Kantchari.

## INTRODUCTION

The USAID Agribusiness and Trade Promotion (ATP) and Expanded Agribusiness and Trade Promotion (E-ATP) projects aim to increase the value and the volume of intraregional agribusiness to achieve a target of 6% annual agricultural growth set by the Comprehensive Africa Agricultural Development Program (CAADP) of the New Partnership for Africa's Development of African Union (NEPAD). These two projects also contribute to the implementation of the common Agricultural Policy (ECOWAP) of the Economic Community of West African States (ECOWAS), the Agricultural Policy (PAU) of the WAEMU (West African Economic and Monetary Union), and its unifying regional programs. They focus on 6 value chains (maize, onion/ shallot, livestock/ meat, millet/ sorghum, rice, poultry) along the West African trade corridors linking production areas to consumer markets in West Africa.

The transportation of these food commodities by road along the corridors of Kantchari-Accra (for onion), Fada N'Gourma-Parakou (for livestock), Techiman-Kantchari (for maize), Bobo Dioulasso-Koutiala (for rice), Koutiala-Dakar (for millet and sorghum) and the Malian road section Niono-Bamako (for rice) is still very difficult as controls are numerous, the rates of bribes very high and delays very long.

The extent of road harassment on the interstate highways of West Africa observed by USAID/ATP and E-ATP is disheartening. The consequences of this are harmful for the national and sub-regional economies.

This section presents the results of the ongoing surveys on the corridors followed by USAID/ATP and E-ATP from October 1<sup>st</sup> to December 31<sup>st</sup> 2010 and follows the quarterly trends from the third quarter of 2010 (Q3-10) and from the same period last year – the 4<sup>th</sup> quarter of 2009 (Q4-09).

# RESULTS OF SURVEYS LED BY USAID / ATP and E-ATP

Table below gives an overview of the number of controls, bribes and delays per trip on six corridors currently followed by USAID/ ATP and E-ATP.

Annex 2 shows details of the surveys.

USAID ATP and E-ATP results between 1 <sup>st</sup> October and 31 <sup>st</sup> December 2010 :							
Number of controls, bribes, and delays							
Corridor	Distance in km	Average number of controls		Average bribes (USD)		Average delays (min)	
		Total	Per 100 km	Total	Per 100 km	Total	Per 100 km
Kantchari - Accra	1,316	38	3	201.39	15.30	244	19
Fada N'Gourma – Parakou	469	13	3	290.55	61.95	10	2
Techiman - Kantchari	976	31	3	132.74	13.60	73	7
Bobo-Dioulasso - Koutiala	273	16	6	290.55	106.43	10	4
Koutiala - Dakar	1,865	99	5	429.04	23.00	11	1
Niono - Bamako	354	21	6	42.23	1193	7	2

Table 13: Overview of controls, bribes and delays

## I. NUMBER OF CONTROLS

### I.1. Average number of controls

The number of controls on all the ATP corridors is alarming. The short Malian section of Niono-Bamako (for rice) was recently added to the survey and is the most controlled corridor with an average of 5.93 stops per 100 km – 21 stops the entire 354 km trip. It is closely followed by the Bobo Dioulasso-Koutiala corridor, the shortest corridor surveyed, with a an average of 5.86 controls per 100 km – 16 stops per trip.

The Fada N'Gourma-Parakou corridor has registered the fewest number of stops this quarter with 2.77 controls per 100 km – 13 stops total.

Average number of controls per 100 km							
Corridor	Distance in km	Number of controls per 100 km by corridor	Number of controls per 100 km by corridor sub-section				
			Benin	Burkina Faso	Ghana	Mali	Senegal
Kantchari – Accra	1,316	2.89	-	2.50	3.06	-	-
Fada N'Gourma – Parakou	469	2.77	2.19	4.00	-	-	-
Techiman-Kantchari	976	3.18	-	2.73	3.67	-	-
Bobo-Dioulasso-Koutiala	273	5.86	-	3.98	-	9.28	-
Koutiala – Dakar	1,865	5.31	-	-	-	4.14	7.34
Niono – Bamako	354	5.93	-	-	-	5.93	-
Weighted average		4.15	2.19	2.99	3.26	4.83	7.34

Table 14: Number of controls per 100 km by corridor and sub-corridor

For details on the uniformed services responsible for controls see the following table:

Country & Rank	Responsible Agency	Number of controls per 100 km	(Worst) 1 <sup>st</sup>		2 <sup>nd</sup>		3 <sup>rd</sup>		4 <sup>th</sup>	
(Worst) 1 <sup>st</sup> : Senegal		7.34	Customs	4.55	Police	1.76	Customs	0.59	Phyto & Unions	0.44
2 <sup>nd</sup> : Mali		4.83	Customs	1.53	Phyto & Unions	1.16	Customs	1.10	Police	1.04
3 <sup>rd</sup> : Ghana		3.26	Police	1.89	Customs	1.3	Local Councils and Unions	0.07	-	-
4 <sup>th</sup> : Burkina Faso		2.99	Customs	1.29	Police	0.89	Gendarmerie	0.65	Local Councils and Unions	0.16
5 <sup>th</sup> : Benin		2.19	Local Councils and Unions	1.25	Customs	0.31	Police	0.31	Gendarmerie	0.31

Table 15: Ranking of countries by density of controls and by responsible agency

## 1.2. Evolution of average number of controls

The number of controls recorded during the fourth quarter of 2010 was slightly higher than during the previous quarter on the Kantchari-Accra, Fada N'Gourma-Parakou and Techiman-Kantchari corridors. The number of stops increased by 5.1% on those three corridors.

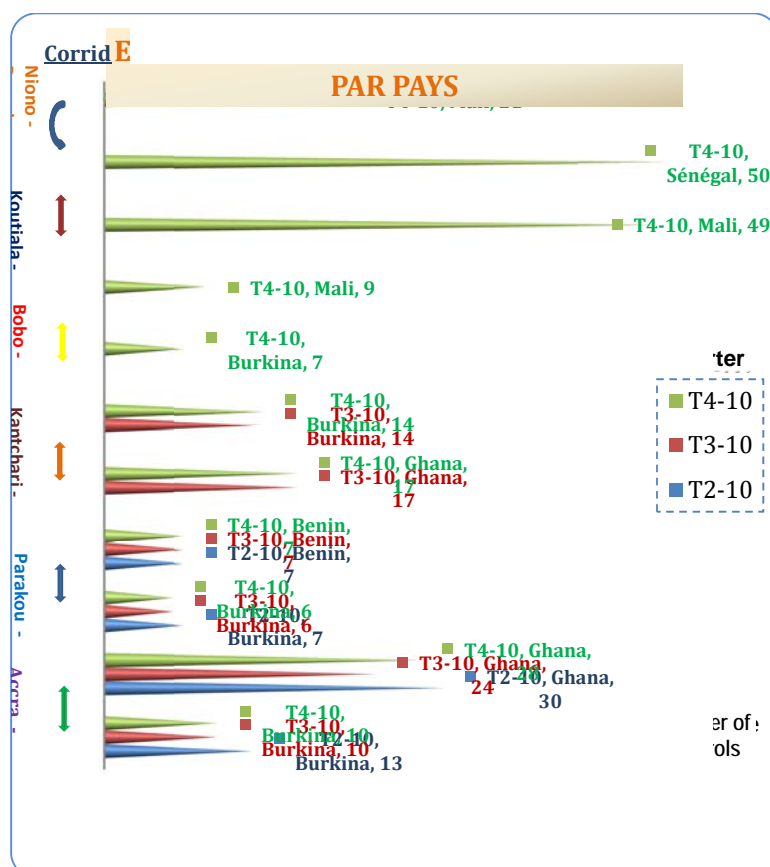
Distance	Corridor	Number of controls per trip			Number of controls per 100 km			Variation of number of controls per trip	
		Q2-10	Q3-10	Q4-10	Q2-10	Q3-10	Q4-10	Q4-10/Q3-10	Q4-10/Q2-10
1,316	Kantchari- Accra	43	34	38	3.27	2.58	2.89	11.76%	-11.63%
400	Burkina Faso	13	10	10	3.25	2.5	2.50	0.00%	-23.08%
916	Ghana	30	24	28	3.28	2.62	3.06	16.67%	-6.67%
469	Fada N'Gourma – Parakou	14	13	13	2.99	2.77	2.77	0.00%	-7.14%
150	Burkina Faso	7	6	6	4.67	4	4.00	0.00%	-14.29%
319	Benin	7	7	7	2.19	2.19	2.19	0.00%	0.00%
976	Techiman - Kantchari		31	31		3.18	3.18	0.00%	
463	Ghana		17	17		3.67	3.67	0.00%	
513	Burkina Faso		14	14		2.73	2.73	0.00%	
273	Bobo-Dioulasso - Koutiala			16			5.86		
176	Burkina Faso			7			3.98		
97	Mali			9			9.28		
1,865	Koutiala - Dakar			99			5.31		
1,184	Mali			49			4.14		
681	Senegal			50			7.34		
354	Niono - Bamako			21			5.93		
354	Mali			21			5.93		
Average <sup>5</sup> 5 corridors + section				36.33			4.15		

Table 16: Evolution of average number of controls by corridor and sub-corridor

<sup>5</sup> The average of the number of the controls per trip is a simple average. The average of the time for all the controls per trip is an average weighted by the length of corridors.

Average number of controls per 100 km by country						
	Number of controls per 100 km on all corridors	Benin	Burkina	Ghana	Mali	Senegal
Quarter Q4-10	4.15	2.19	2.99	3.26	4.83	7.34
Quarter Q3-10	2.82	2.19	2.82	2.97	-	-
Quarter Q2-09	3.20	2.19	3.64	3.28	-	-

Table 17: Evolution of the number of controls per 100 km, per country



Graphic 6: Evolution of the average number of controls by corridor and sub-corridor

## Number of controls

Compared to the previous quarter (Q3-10), there was a slight increase of 5.51% in the number of controls per trip on the Kantchari-Accra, Fada N'Gourma-Parakou and Techiman-Kantchari corridors covered – an average of 26 (Q3-10) to 27 (Q4-10) controls.

The Kantchari-Accra corridor contributes the most to this increase with an 11.8% jump in control points – 34 (Q3-10) to 38 (Q4-10) total controls.

The Fada N'Gourma-Parakou and Techiman-Kantchari corridors remain the same.

Comparing to the 2<sup>nd</sup> quarter of 2010 (Q2-10) to the fourth quarter 2010 (Q4-10) shows a 10.5% decreasing trend of controls per trip on the Kantchari-Accra and Fada N'Gourma-Parakou corridors – an average of 29 (Q2-10) to 26 (Q4-10) controls.



## II. BRIBES COLLECTED

### II.1. Average bribes collected

The following tables present an overview of bribes paid on USAID ATP and EATP corridors.

Average of bribes per 100 km in USD							
Corridor	Distance in km	Bribes per 100 km by corridor (USD)	Bribes per 100 km by corridor sub-section (USD)				
			Benin	Burkina Faso	Ghana	Mali	Senegal
Kantchari - Accra	1,316	15.30	-	38.06	5.37	-	-
Fada N'Gourma - Parakou	469	61.95	77.85	28.15	-	-	-
Techiman-Kantchari	976	6,569	-	20.76	5.67	-	-
Bobo-Dioulasso-Koutiala	273	106.43	-	23.99	-	256.01	-
Koutiala - Dakar	1,865	23.00	-	-	-	29.78	11.23
Niono - Bamako	354	11.93	-	-	-	11.93	-
Weighted average		26.40	77.85	27.70	5.47	39.34	11.23

Table 18: Overview of the bribes per 100 km by corridor and sub-corridor

The table below details the agents responsible for such bribes.

Responsible Agency Country & Rank	Bribes per 100 km (USD)	Worst (1 <sup>st</sup> )		2 <sup>nd</sup>		3 <sup>rd</sup>		Best (4 <sup>th</sup> )	
Worst (1 <sup>st</sup> ): Benin	77.85	Gendarmerie	22.17	Customs	21.80	Police	19.92	Town Councils and Unions	13.95
2 <sup>nd</sup> : Mali	39.34	Customs	13.48	Gendarmerie	9.64	Police	8.93	Phyto & Unions	7.29
3 <sup>rd</sup> : Burkina Faso	27.70	Customs	12.10	Police	6.66	Gendarmerie	6.32	Town Councils and Unions	2.62
4 <sup>th</sup> : Senegal	11.23	Customs	4.36	Gendarmerie	3.57	Police	3.22	Phyto & Unions	0.08
Best (5 <sup>th</sup> ): Ghana	5.47	Customs	2.83	Police	1.71	Town Councils and Unions	0.93	-	-

Table 19: Ranking of countries by density of bribes, and by responsible agency.

### II.2. Evolution of average bribes

The levels of bribes collected during the fourth quarter of 2010 slightly decreased by 12.8% compared to the previous quarter on the Kantchari - Accra, Fada N'Gourma – Parakou and Techiman – Kantchari corridors.

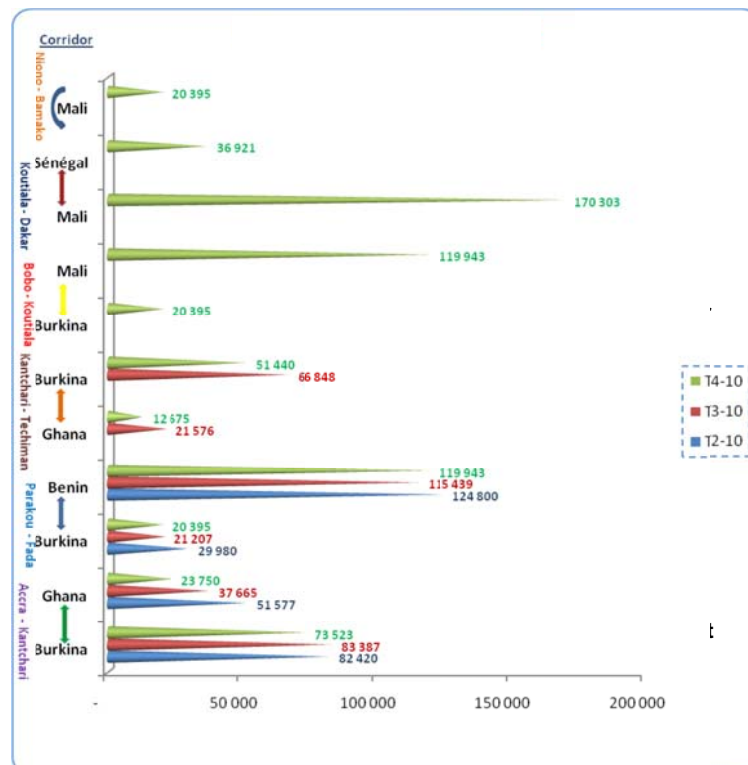
Distance	Corridor	Bribes per trip (USD)			Bribes per 100 km (USD)			Variation of bribes per trip	
		Q2-10	Q3-10	Q4-10	Q2-10	Q3-10	Q4-10	Q4-10/Q3-10	Q4-10/Q2-10
1,316	Kantchari– Accra	277.43	250.62	201.39	21.08	19.04	15.30	-19.6%	-27.4%
400	Burkina Faso	170.64	172.64	152.22	42.66	43.16	38.06	-11.8%	-10.8%
916	Ghana	106.78	77.98	49.17	11.66	8.51	5.37	-36.9%	-54.0%
469	Fada N'Gourma – Parakou	320.46	282.91	290.55	68.33	60.32	61.95	2.7%	-9.3%
150	Burkina Faso	62.07	43.91	42.23	41.38	29.27	28.15	-3.8%	-32.0%
319	Benin	258.39	239.00	248.33	81.00	74.92	77.85	3.9%	-3.9%
976	Techiman - Kantchari		183.07	132.74		18.76	13.60	-27.5%	
463	Ghana		44.67	26.24		9.65	5.67	-41.3%	
513	Burkina Faso		138.40	106.50		26.98	20.76	-23.1%	
273	Bobo-Dioulasso - Koutiala			290.55			106.43		
176	Burkina Faso			42.23			23.99		
97	Mali			248.33			256.01		
1,865	Koutiala - Dakar			429.04			23.00		
1,184	Mali			352.59			29.78		
681	Senegal			76.44			11.23		
354	Niono - Bamako			42.23			11.93		
354	Mali			42.23			11.93		
Average <sup>6</sup> of the 5 corridors + road section				231.08			26.40		

Table 20: Evolution of the average bribes per corridor and sub-corridor

Average bribes per 100 km by country						
	Bribes per 100 km on all corridors	Benin	Burkina Faso	Ghana	Mali	Senegal
Quarter Q4-10	26.40	77.85	27.70	5.47	39.34	11.23
Quarter Q3-10	25.95	74.92	33.39	8.89		
Quarter Q2-10	33.49	81.00	42.31	11.66		

Table 21: Evolution of bribes per 100 km by country

<sup>6</sup> The average bribes per trip is a simple average. The average bribes per 100 km is an average weighted by the length of corridors.



Graphic 7: Evolution of bribes per corridor and sub-corridor

## Bribery

Comparing bribes from the fourth quarter with the previous quarter (Q3-10), the amounts paid per trip decreased by 12.8% on the Kantchari-Accra, Fada N'Gourma-Parakou and Techiman-Kantchari corridors from \$238.87 (Q3 -10) to \$208.23 USD (Q4-10).

Kantchari-Accra and Techiman-Kantchari corridors decreased 19.6% and 27.5% respectively (the highest across countries). Ghana also contributed with a decrease of 36.9% and 41.3% (the strongest decrease across countries) on the Kantchari-Accra and Techiman-Kantchari corridors. Benin increased by 3.9%, from \$239 USD (Q3-10) to \$248 USD (Q4-10).

Compared to the second quarter 2010 there was an increase of 17.7% on both Kantchari-Accra and Fada N'Gourma-Parakou corridors from \$298.94 USD (Q2-10) to \$245.98 USD (Q4-10) per trip.

### III. DELAYS

#### III.1. Average delays

The Kantchari-Accra corridor has the longest delays per 100 km, with 19 minutes lost every 100 km, or a huge delay of about 2 hours per trip. Burkina Faso is mainly responsible for this situation with 40 minutes lost per 100 km, as compared to 9 minutes in Ghana.

The Techiman-Kantchari corridor is in 2<sup>nd</sup> position with 7 minutes lost every 100 km, or a delay of 73 minutes registered per trip. Ghana and Burkina Faso are mutually responsible for this situation with, respectively, 7 minutes and 8 minutes delay registered every 100 km.

Bobo-Dioulasso – Koutiala corridor ranks at the third position with 4 minutes lost every 100 km, or a delay of 10 minutes registered per trip.

The Fada-Parakou corridor and the Malian road section Niono-Bamako rank at the fourth position with two minutes of delay every 100 km; or respectively 10 minutes and 7 minutes registered per trip.

The 1,865 km long Koutiala – Dakar corridor ranks at the sixth position with 1 minute lost every 100 km, or a delay of 11 minutes registered per trip. It is important to notice that this short delay is due to the high number of illegal traffic trucks on this corridor. Indeed in Mali, due to export ban on millet/sorghum and other cereals, the traders and drivers who still carry those goods illegally need to corrupt ahead of time all the agents along the corridor. These illegal trucks are then identified by the agents and not stopped at all during their journey.

Average delays per 100 km (min)							
Corridor	Distance in km	Delays per 100 km by corridor (min)	Delays per 100 km by corridor sub-section (min)				
			Benin	Burkina Faso	Ghana	Mali	Senegal
Kantchari - Accra	1,316	19	-	40	9	-	-
Fada N’Gourma - Parakou	469	2	1	5	-	-	-
Techiman-Kantchari	976	7	-	8	7	-	-
Bobo-Dioulasso-Koutiala	273	4	-	4	-	3	-
Koutiala - Dakar	1,865	1	-	-	-	1	1
Niono - Bamako	354	2	-	-	-	2	-
Weighted average		7	1	17	9	1	1

Table 22: Overview of delays per 100 km by corridor and sub-corridor

As per the table above, Burkina Faso ranks first with the highest delays per 100km followed by Ghana, Benin, Mali, and Senegal, together at the third position.

#### III.2. Evolution of the average delays

The delays observed during the fourth quarter of 2010 show a strong decrease as compared to the previous quarter on the Kantchari – Accra; Fada N’Gourma – Parakou; and Techiman – Kantchari corridors. The delays registered a decrease of 67.0%.

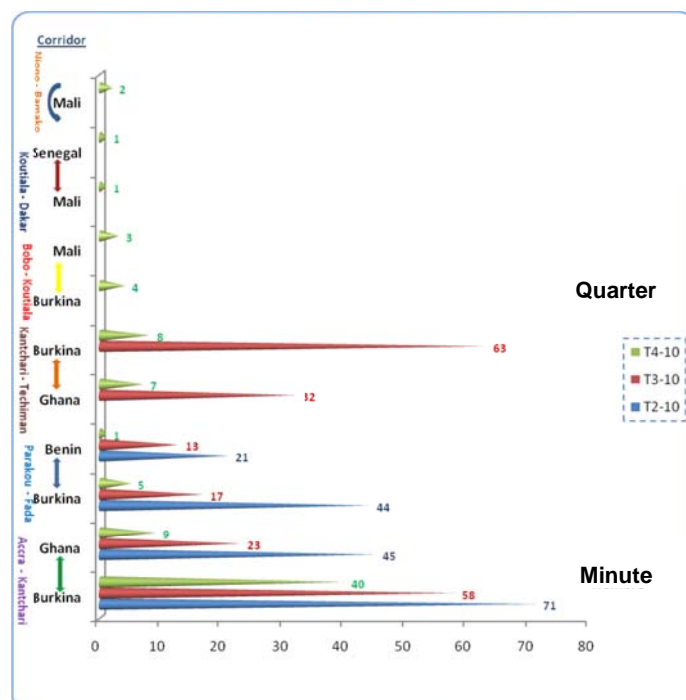
Distance	Corridor	Delays (minutes) per 100 km			Variation of the delays per trip	
		Q2-10	Q3-10	Q4-10	Q4-10/Q3-10	Q4-10/Q2-10
1,316	Kantchari– Accra	53	34	19	-44.1%	-64.2%
400	Burkina Faso	71	58	40	-31.0%	-43.7%
916	Ghana	45	23	9	-60.9%	-80.0%
469	Fada N’Gourma – Parakou	28	14	2	-85.7%	-92.9%
150	Burkina Faso	44	17	5	-70.6%	-88.6%

319	Benin	21	13	1	-92.3%	-95.2%
976	Techiman - Kantchari		49	7	-85.7%	
463	Ghana		32	7	-78.1%	
513	Burkina Faso		63	8	-87.3%	
273	Bobo-Dioulasso - Koutiala			4		
176	Burkina Faso			4		
97	Mali			3		
1,865	Koutiala - Dakar			1		
1,184	Mali			1		
681	Senegal			1		
354	Niono - Bamako			2		
354	Mali			2		
Average for the 5 corridors + road section				7		

Table 23: Evolution of the average delays by corridor and sub-corridor

Delays per 100 km per country						
	Delays per 100 km on all corridors	Benin	Burkina Faso	Ghana	Mali	Senegal
Quarter Q4-10	7	1	17	9	1	1
Quarter Q3-10	36	13	55	26	-	-
Quarter Q2-10	46	21	64	45	-	-

Table 24: Evolution of the delays per 100 km by country



Graphic 8: Evolution of delays per corridor and sub-corridor

## Delays

Compared to the previous quarterly (Q3-10), the delays per 100 km this quarter decreased 67.0% on the Kantchari-Accra; Fada N'Gourma-Parakou and Techiman-Kantchari corridors dropping from 36 minutes (Q3-10) to 12 minutes (Q4-10). Kantchari-Accra; Fada N'Gourma-Parakou and Techiman-Kantchari have registered decreases of 44.1%, -85.7% and -85.7% respectively.

Compared to the second quarter of 2010 there was a decrease of 68.7% on the corridors Kantchari-Accra and Fada N'Gourma-Parakou dropping from 46 minutes (Q2-10) to 15 min (Q4-10) per 100 km.

## CONCLUSION

The last quarter of 2010 ends with a slight 5.1% increase of control points whereas bribes collected and delays have decreased by 12.80% and 67.0% respectively as compared to the previous quarter for Kantchari-Accra; Fada N'Gourma-Parakou and Techiman-Kantchari corridors. Despite these variations, the indicators remain high.

If we analyze the number of stops in detail, the recently added Malian road section Niono-Bamako has the most controls with an average of 5.93 stops per 100 km – 21 stops per trip. It is followed closely by Bobo Dioulasso-Koutiala and Koutiala-Dakar corridors with averages of 5.86 and 5.31 stops per 100 km respectively. The N'Gourma Fada-Parakou corridor averaged the fewest number of controls this quarter with 2.77 stops per 100 km – 13 controls per trip.

By country Senegal has the most controls followed by Mali and then Ghana.

The highest average amount of bribes paid by truckers was \$106.43 USD per 100 km on the Bobo Dioulasso-Koutiala corridor.

Finally, with regard to delays, the Kantchari-Accra corridor is delaying truckers the most with an average of 19 minutes lost every 100 km, which is a huge delay of 244 minutes wasted per trip. Techiman-Kantchari corridor ranks in the 2<sup>nd</sup> position with 7 minutes, followed by Bobo Dioulasso-Koutiala corridor (4 minutes), Fada-Parakou corridor (2 minutes), the Malian road section Niono-Bamako (2 minutes), and Koutiala-Dakar corridor (1 minute). Concerning this last corridor, it is interesting to note that delays are disproportionately reduced due to illegal traffic. Indeed in Mali, due to export ban on millet/sorghum and other cereals, the traders and drivers who still carry those goods illegally need to corrupt ahead of time all the agents along the corridor. These illegal trucks are then identified by the agents and not stopped at all during their journey.

Across countries, Burkina Faso ranks first with the longest delays per 100 km, followed by Ghana. Benin, Mali and Senegal rank at the third position.

The high number of controls, level of bribes and length of delays by uniformed officials undermines the application of regulations related to the free movement of persons, goods and services along trade corridors. Police, customs, gendarmerie, local councils and unions posted along interstate highways must change their behavior and be more motivated to work towards the facilitation and acceleration of traffic flow.

Consequently, IRTG asks these countries to take more deterrent measures to fight corruption more efficiently on the interstate highway corridors. Such measures could include identification of corrupted agents via newspapers.



### Removing trade barriers in West Africa.



## ANNEX 2: Summary Table of surveys conducted between October 1<sup>st</sup> and December 31<sup>st</sup> 2010

IRTG results between October 1st and December 31th 2010 Controls, Bribes, Delays on the corridors followed by USAID / ATP and E-ATP																
Country	Number of trips	Distance in km	Number of controls						Bribese in CFA francs*						Delays	
			Police	Customs	Gendarmerie	Others	Total per trip	Total per 100 km	Police	Customs	Gendarmerie	Others	Total per trip	Total per 100 km	Total per trip	Total per 100 km
	Kantchari - Accra															
Burkina Faso	44	400	2	6	2	0	10	2,5	19,773	33,682	20,068	0	73,523	18,381	159	40
Ghana	44	916	18	10	0	0	28	3,1	8,125	15,275	0	350	23,750	2,593	85	9
By corridor	44	1,316	20	16	2	0	38	2,9	27,898	48,957	20,068	350	97,273	7,392	244	19
	Fada N'Gourma - Parakou															
Burkina Faso	90	150	2	2	1	1	6	4	5,778	6,811	4,989	2,817	20,395	13,597	7	5
Benin	90	319	1	1	1	4	7	2	30,694	33,593	34,165	21,491	119,943	37,600	3	1
By corridor	90	469	3	3	2	5	13	3	33,829	41,427	40,024	21,366	140,338	29,923	10	2
	Techiman-Kantchari															
Ghana	10	463	8	8	0	1	17	4	3,250	3,575	0	5,850	12,675	2,738	33	7
Burkina Faso	10	513	5	4	4	1	14	3	8,550	25,090	7,750	10,050	51,440	10,027	40	8
By corridor	10	976	13	12	4	2	31	3	11,800	28,665	7,750	15,900	64,115	6,569	73	7
	Bobo-Dioulasso - Koutiala															
Burkina Faso	9	176	2	4	1	0	7	4	5,778	6,811	4,989	2,817	20,395	11,588	7	4
Mali	9	97	3	3	3	0	9	9	30,694	33,593	34,165	21,491	119,943	123,653	3	3
By corridor	9	273	5	7	4	0	16	6	36,472	40,404	39,154	24,308	140,338	51,406	10	4
	Koutiala - Dakar															
Mali	19	1,184	10	11	15	13	49	4	34,053	66,026	37,000	33,224	170,303	14,384	7	1
Senegal	19	681	12	4	31	3	50	7	10,579	14,342	11,737	263	36,921	5,422	4	1
By corridor	19	1,865	22	15	46	16	99	5	44,632	80,368	48,737	33,487	207,224	11,111	11	1
	Niono - Bamako															
Mali	30	354	4	4	7	6	21	6	5,778	6,811	4,989	2,817	20,395	5,761	7	2
By corridor	30	354	4	4	7	6	21	6	5,778	6,811	4,989	2,817	20,395	5,761	7	2

## ANNEX 3: ACKNOWLEDGEMENTS

IRTG acknowledges all our partners who contributed to the drafting and publication of this report. Among them are the truckers who quarter after quarter play an integral part by diligently filling out surveys. IRTG also wishes to thank the traders, the media and the civil society organizations for their continued effort to help reduce road harassment on West African Trade corridors.

IRTG particularly thanks the following partners:

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Countries	Title	Name
Burkina Faso	General Direction of Land and Maritime Transports	Joachim D. Méda
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Togo	Director General of Transport	Fatonzoun I. Mawutoé
Mali	National Directorate of the Land, Maritime and River Transports	Djibrill Tall
Senegal	Director of the Transports	Drame Seck
Côte d'Ivoire	Director of Transports and Traffic	Veh Sodeh

### IRTG Focal Points

Countries	IRTG Host Institution (Focal Point)	Name
Burkina Faso	Burkina Shippers Council (CBC)	Ali Traoré, General Director
Ghana	Ghana Shippers' Authority	Kofi M'biah, CEO
Togo	Chamber of Commerce and Industry of Togo (CCIT)	Jonathan Fiawoo, President
Mali	Chamber of Commerce and Industry of Mali (CCIM)	Djamille Bittar, President
Senegal	Chamber of Commerce and Industry of Senegal (CCIS)	Lamine Niang, President
Côte d'Ivoire	Chamber of Commerce and Industry of Côte d'Ivoire (CCIIC)	Mamadou SARR, General Director

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# 15<sup>th</sup> IRTG Report UEMOA *DRAFT*



*This report presents information on checkpoints, bribes and delays based on data collected Jan. 1 to March 31, 2011. The report includes two sections :*

*1 – The six corridors covered by the Improved Road Transport Governance initiative (IRTG) : Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou and Abidjan-Bamako. The trucks in this initiative are in roadworthy condition and the drivers and cargoes are properly documented.*

*2 – The five corridors covered by the USAID ATP and E-ATP projects (Agribusiness and Trade Promotion and Enhanced Agribusiness and Trade Promotion): Kantchari-Accra, Fada N’Gourma-Parakou, Techiman-Kantchari, Bobo-Dioulasso-Koutiala and Koutiala-Dakar.*

## Results from surveys conducted during the 1<sup>st</sup> quarter of 2011

## General Introduction

The 15<sup>th</sup> IRTG Report is notably different from previous IRTG reports. It has been modified to make it easier to read and easier to understand, to present trends more clearly and to provide more relevant analysis for policy makers – and with an eye to reducing the number of pages. Although the source data remains the same, they are presented more visually. The text has been shortened to present essential information and avoid duplication.

The survey data indicators remain the same:

- The number of checkpoints is based on the average number of stops that drivers experience at points operated by a given uniformed service, excluding voluntary stops drivers make to eat or sleep
- Delay times are the total time drivers spend at a checkpoint, excluding voluntary time they spend to eat, rest or pray
- Bribery is the sum of illegal payments drivers pay to uniformed service members ; this sum does not include bribes paid by freight forwarders or other stakeholders ; the average amount in each country are considered by the length of the corridor

Although both the USAID Trade Hub and ATP/E-ATP projects use the same indicators, the results vary significantly due to differences in trucks and type of trade: trucks that participate in the USAID Trade Hub initiative haul all types of goods and are inspected by Focal Point staff for roadworthiness; only roadworthy trucks with drivers and cargoes that are properly documented participate in collecting data. By comparison, the ATP/E-ATP initiative involves trucks hauling specific products, mainly perishable foods in targeted value chains. The trucks are not necessarily roadworthy and neither the drivers nor the goods are properly or legally documented. Consequently, a driver in Burkina Faso participating in the USAID Trade Hub initiative will pay bribes on average of 3000 FCFA per 100 km while a driver in the ATP/E-ATP initiative will pay bribes of about 12000 FCFA per 100 km.

The UEMOA, USAID Trade Hub and ATP/E-ATP teams have worked diligently to emphasize the most representative results and to highlight key aspects of road governance in West Africa, while closely monitoring the reliability of data and statistical significance.

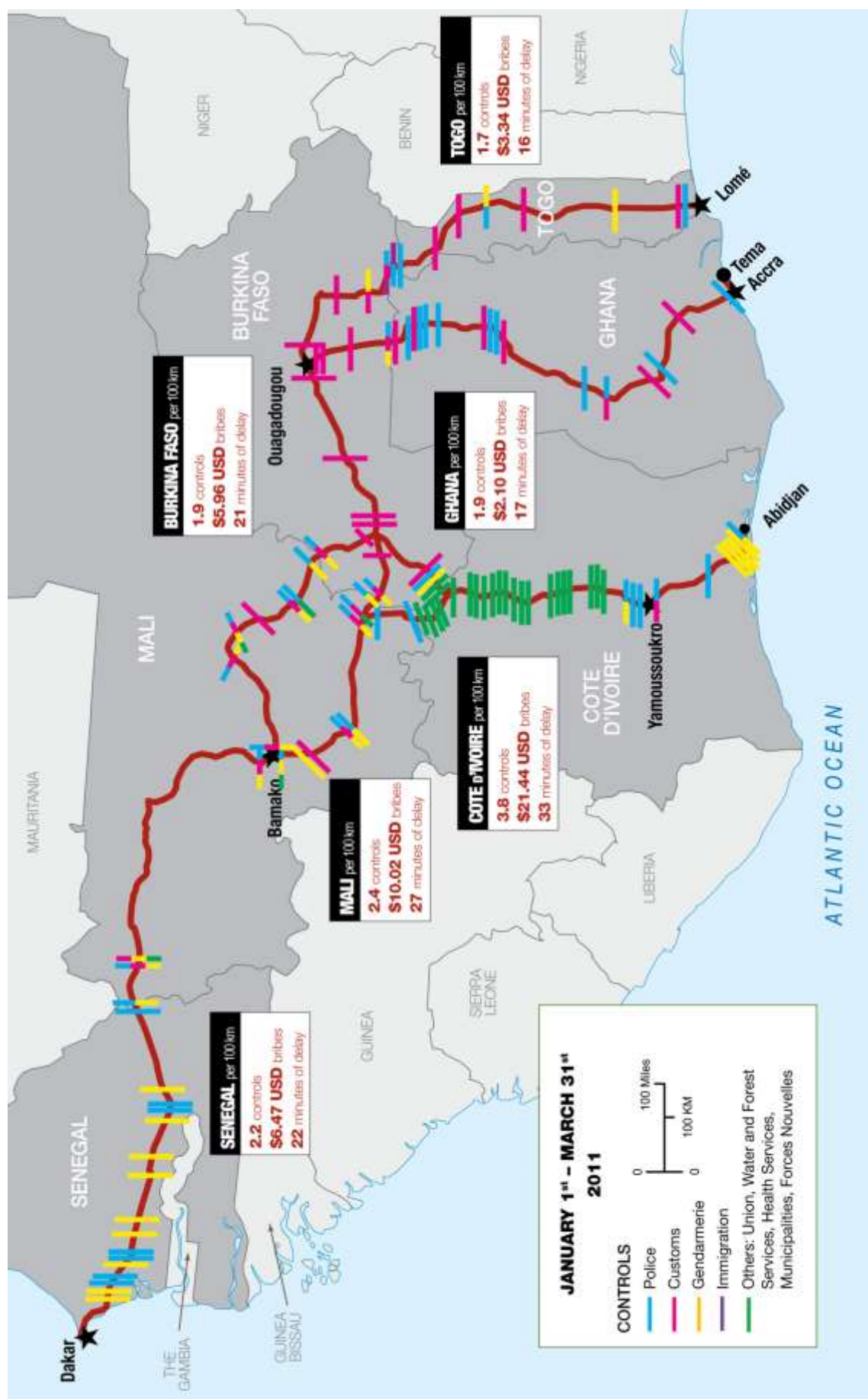
This report serves to inform decision-makers at the highest levels of the public and private sectors and in civil society who work in transport and trade, in order to facilitate trade across the region in a manner that is sustainable and profitable for all.

The report presents the results of surveys taken from Jan. 1 to March 31, 2011.

The IRTG initiative expresses gratitude to the stakeholders who contributed to the production and dissemination of this report: the drivers who complete the surveys, the transport companies and unions, the Focal Points and National Coordinators, the media and civil society organizations.

# SECTION 1 – Improved Road Transport Governance in West Africa

**Figure 1: IRTG Data Map**





## Introduction

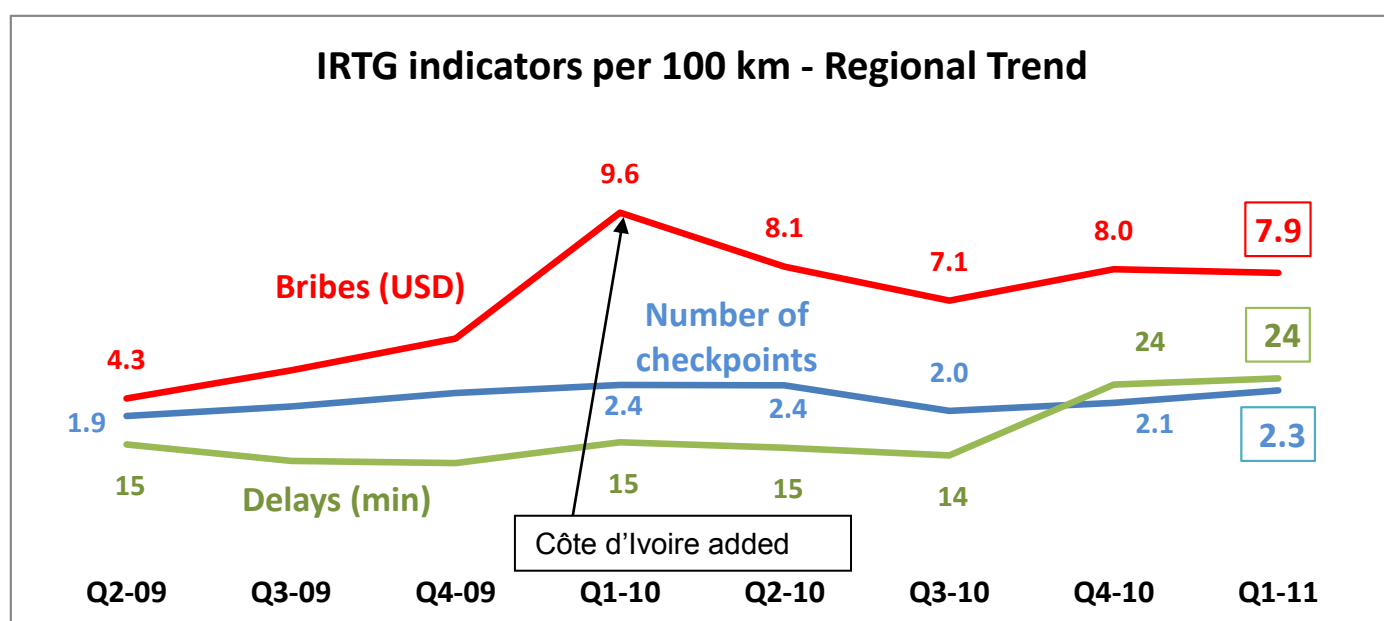
The Improved Road Transport Governance initiative on primary trade corridors is a joint effort of the West African Economic and Monetary Union (WAEMU) and the Economic Community of West African States (ECOWAS) implemented in 2005 with technical and financial assistance from the USAID West Africa Trade Hub and financial support from the World Bank through the Sub-Saharan Africa Transport Policy program (SSATP).

The objective of IRTG is to promote good road transport governance on primary trade corridors: Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou and Abidjan-Bamako.

Due to the crisis in Cote d'Ivoire during this quarter, data were not collected on the Abidjan-Ouagadougou corridor.

## Summary

**Figure 2** below presents the trends on the six corridors.



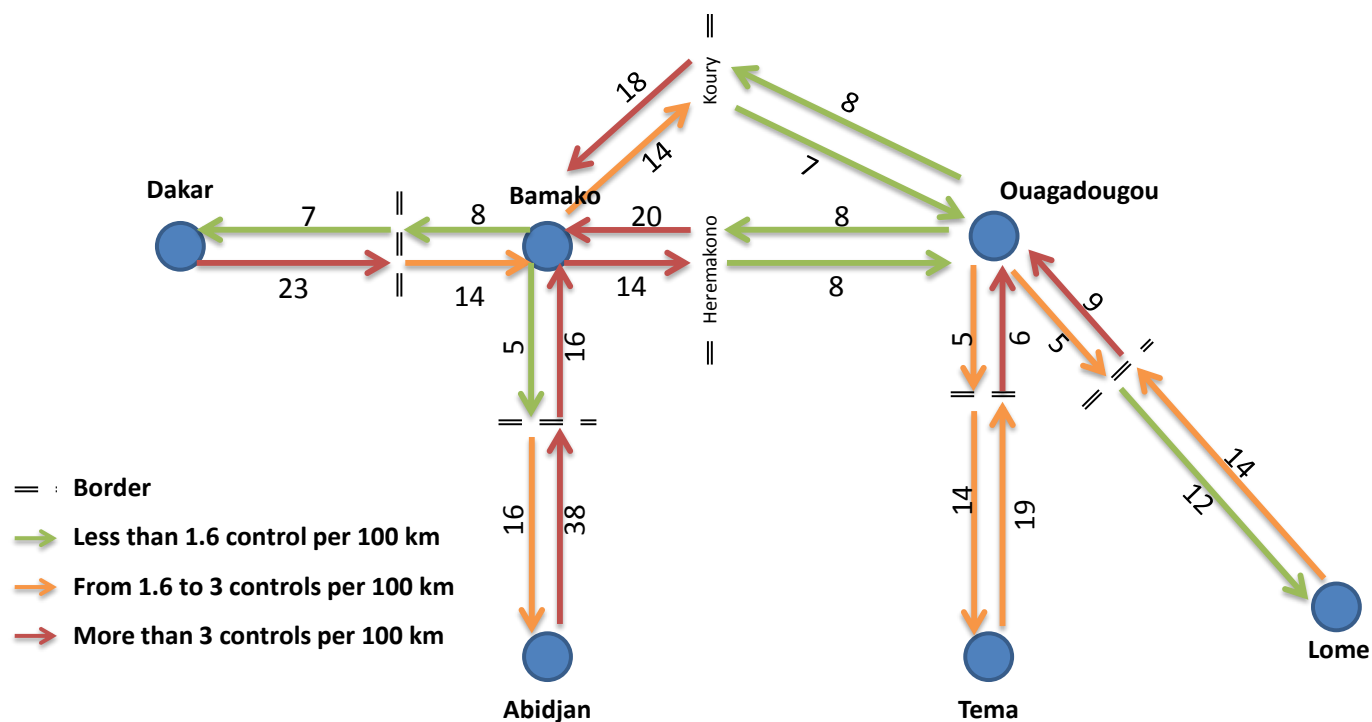
The results of the first quarter of 2011 show a stabilization in the indicators. The increase in delays observed during the 4<sup>th</sup> quarter of 2010 slightly increased again, by 4%. It is due in part to a real increase in delays at checkpoints and in part to a more exhaustive review of all delay times, particularly at borders, on the part of drivers.

Compared to the previous quarterly report, the level of bribery has slightly decreased by 2% and the number of checkpoints has increased by about 8%. A driver of a truck that is roadworthy and properly documented pays bribes amounting to 43,000 FCFA on average per trip. .

## I. Number of Controls

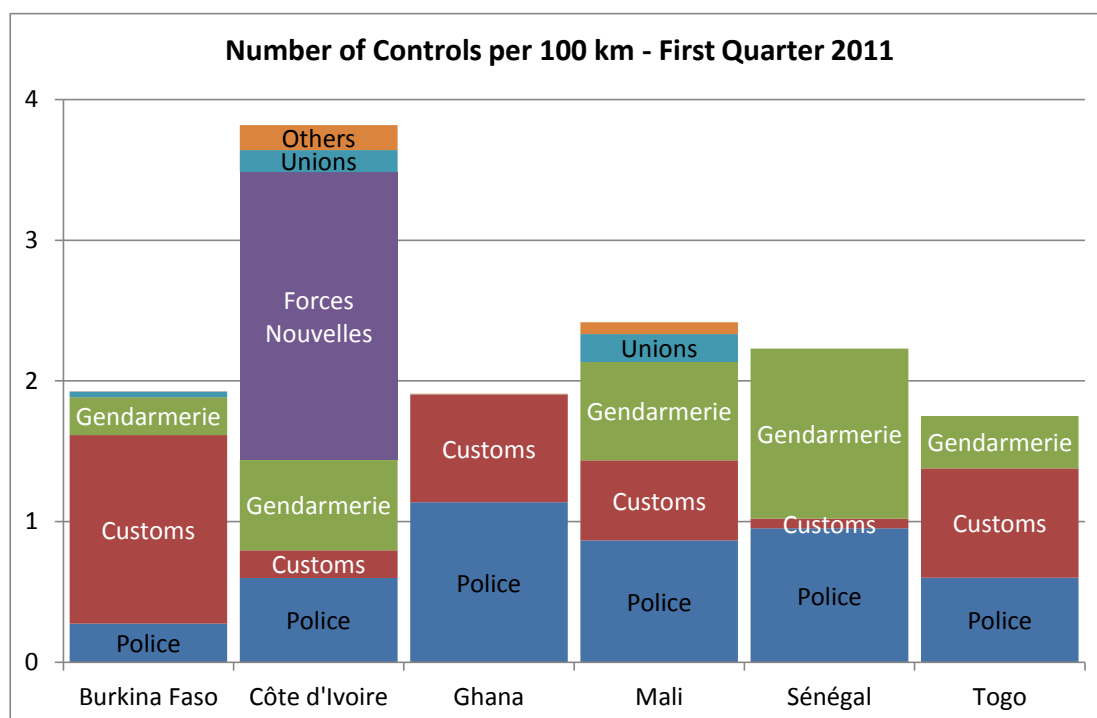
The density of controls does not appreciably vary across the corridors. All the same, the Abidjan-Bamako corridor has the most controls per 100 km: 3.2, or 38 stops per trip, on average. This is most obvious for imports on the Ivorian segment of the corridor, with more than one control every 20 km. The corridor with the least controls per 100 km is the **Bamako-Dakar** route, with 1.8. The number of checkpoints is again less for exports on this corridor.

**Figure 3: Number of controls per trip, by corridor and sub-corridor**



**Côte d'Ivoire** has the greatest density of controls, largely due to the high number in the north of the country.

**Mali** is in second place with all of the uniformed services implicated followed by **Senegal**, where the Gendarmerie operates the most.

**Figure 4: Density of controls by country and uniformed service**

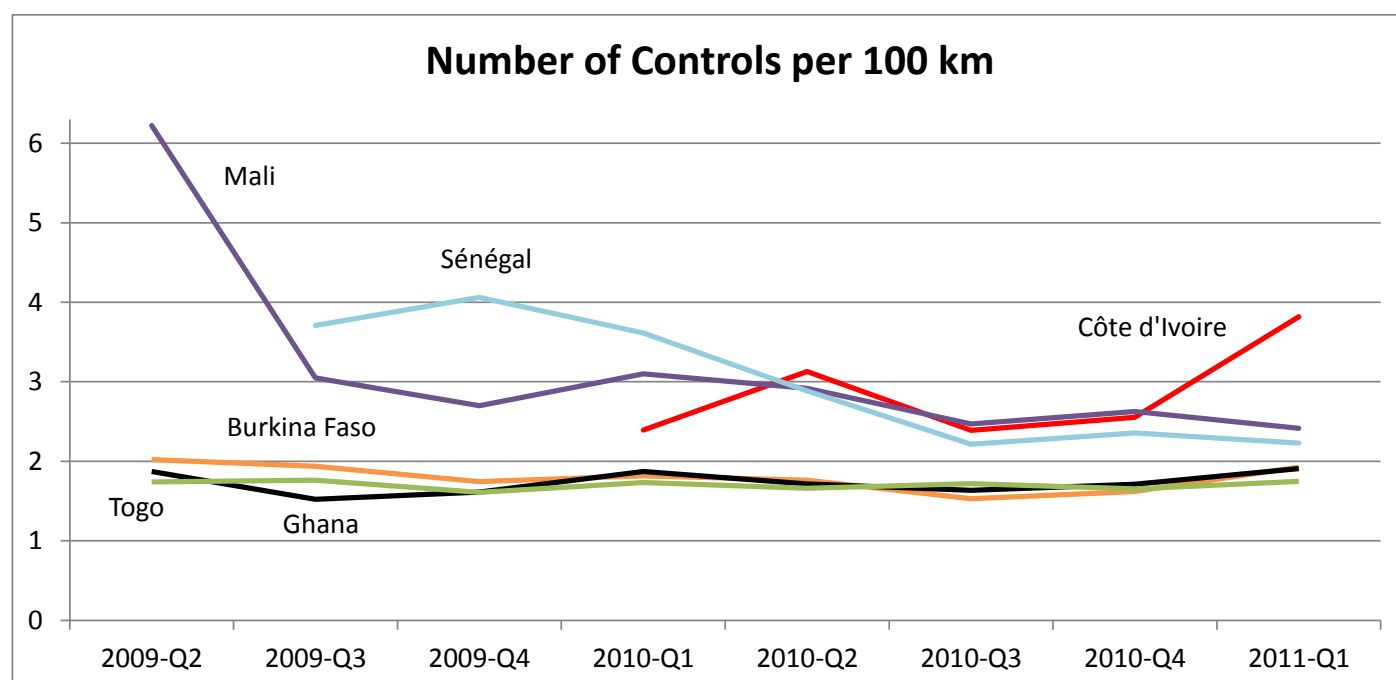
With the exception of Côte d'Ivoire, the number of checkpoints remained stable this quarter compared to last and also compared to the same period one year ago.

The political crisis in **Côte d'Ivoire** during the first quarter of 2011 probably explains the 50% increase in controls compared to the previous quarter. All uniformed services were responsible for the increase.

In **Togo**, the Jan. 2011 announcement that the customs post in Kante will close, and the March 2011 announcement of the closure of the customs posts in North Dapaong and South Cinkasse were unfortunately not achieved on the ground.

The slight increase in controls in **Ghana** is totally due to the Police service.

In **Mali**, the number of checkpoints operated by unions has decreased (see annex).

**Figure 5: Trend in the number of controls per 100 km by country**

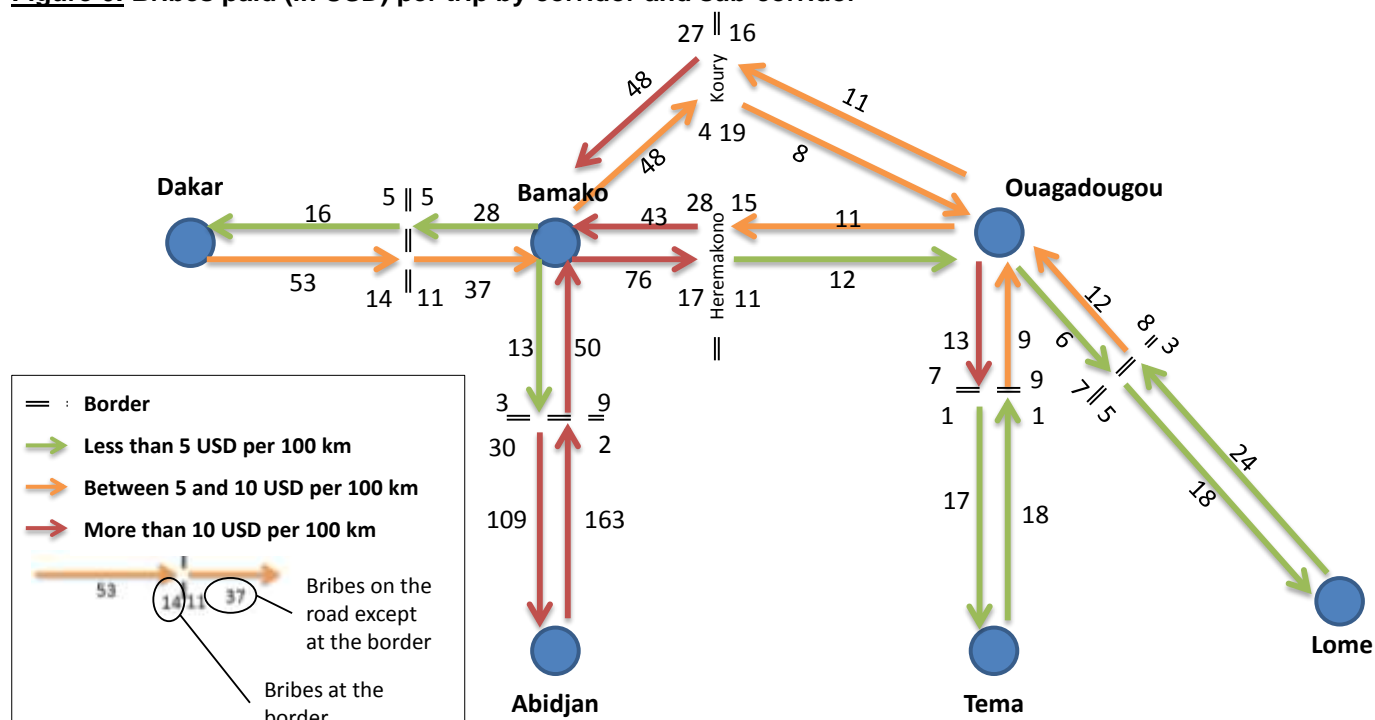
## II. Bribery

Unlike the number of checkpoints, the level of bribery varies considerably by corridor and by country. Bribes on the **Abidjan-Bamako** corridor are overall higher – 16 USD per 100 km. Drivers pay most of these bribes along the Ivoirian segment of the corridor where the level can reach 23 USD per 100 km – or 163 USD per trip.

The **Tema-Ouagadougou** corridor shows the lowest bribe amounts – about 3 USD per 100 km (in either direction) – a low level mainly thanks to the Ghanaian segment of the corridor.

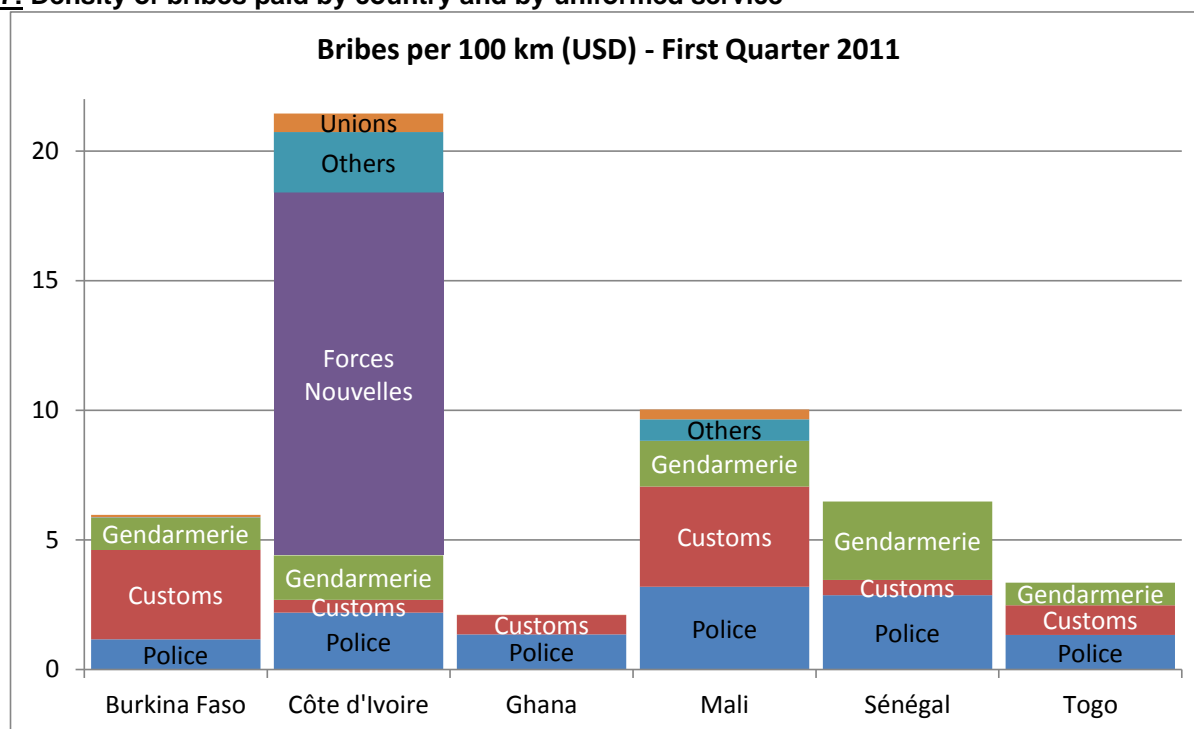
In the same country, a large difference in the value of bribes paid can occur from one corridor to another. For example, in Mali, drivers pay an average of 4 USD per 100 km from Bamako to the border with Côte d'Ivoire but almost six times more than that – or 22 USD per 100 km – from Bamako to the Burkina Faso border at Hérémakono.

**Figure 6: Bribes paid (in USD) per trip by corridor and sub-corridor**



**Côte d'Ivoire** is by far the country where bribery is the most elevated, which is largely due to the agents operating checkpoints in the north of the country.

**Mali** is in second place, where all of the uniformed services significantly contribute to the level of bribes paid. **Sénégal** is in third place, principally due to the extortion undertaken by Gendarmes and Police Officers.

**Figure 7: Density of bribes paid by country and by uniformed service**

Apart from an overall increase in bribes paid in **Côte d'Ivoire**, in particular by Police and Gendarmes, the level of bribery is largely unchanged compared to the previous quarter.

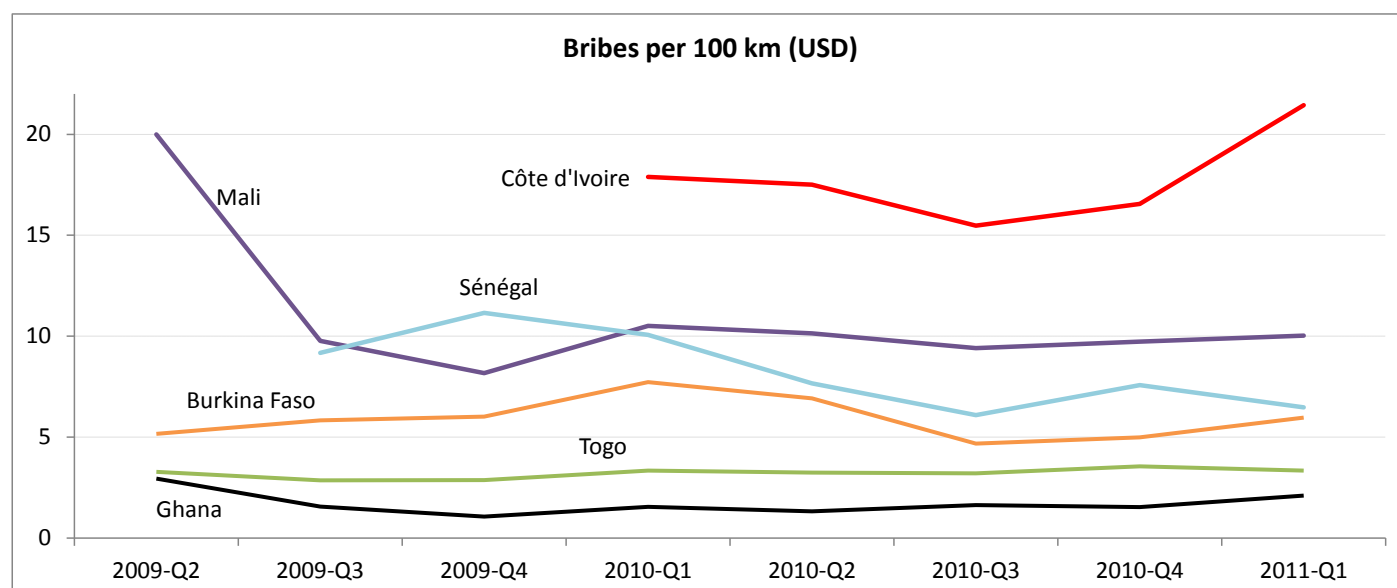
A slight improvement was noted in Senegal and in Togo, while bribery slightly worsened in Ghana, Burkina Faso and in Mali.

In **Mali**, the removal of checkpoints operated by agents of the National Transport Office did not compensate for a steep increase in bribes collected by customs agents.

In **Sénégal**, a notable decrease in bribes collected by the police and gendarmes was noted.

In **Togo**, the police service dropped below customs in terms of bribes collected.

The country ranking remained the same as it was one year ago: Ghana and Togo still lead with the least in bribes collected while Mali and Côte d'Ivoire are still the worst. Burkina Faso and Senegal remain roughly in the middle of the group.

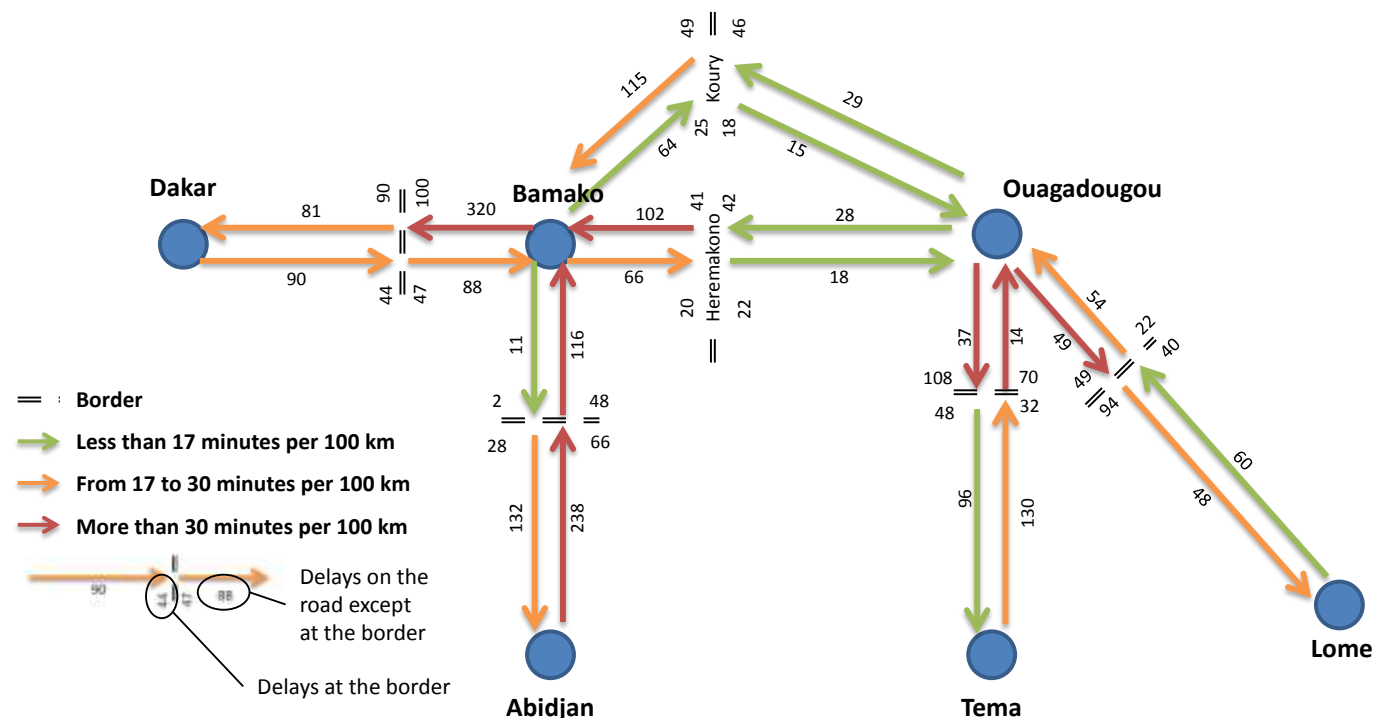
**Figure 8: Trend in bribery per 100 km by country**

### III. Delays

Disparities in the level of delays vary significantly by corridor and by country. The **Bamako-Dakar** and **Bamako-Abidjan** corridors remain the worst with 29 and 27 minutes of delays per 100 km, respectively – or from 5 to 7 hours of delays by trip.

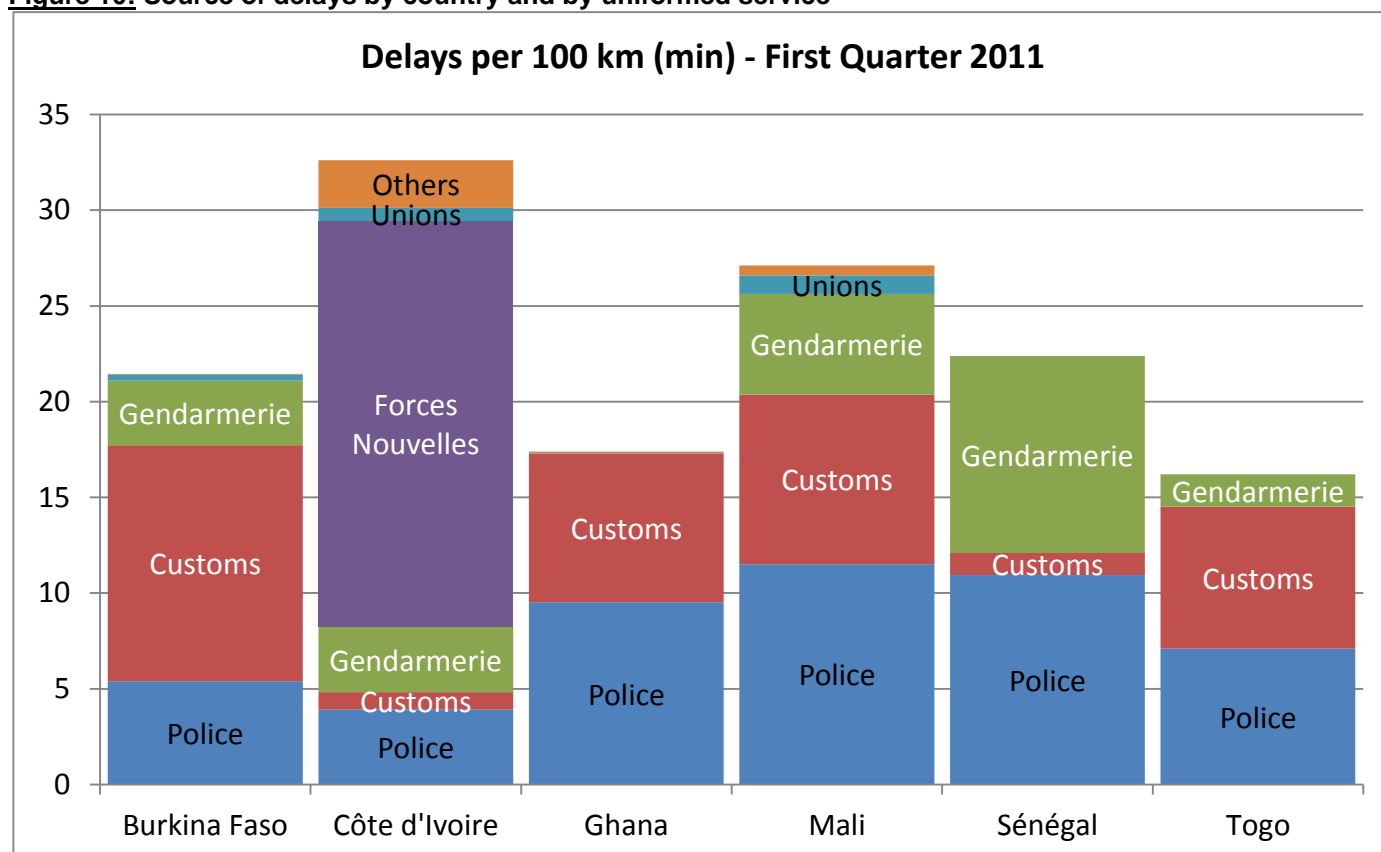
The **Ouagadougou-Bamako** corridor showed the lowest level of delays – about 18 minutes per 100 km.

**Figure 9: Delays per trip (in minutes) by corridor and sub-corridor**



Drivers in **Côte d'Ivoire** experience the longest delays, largely due to uniformed services operating checkpoints in the north of the country.

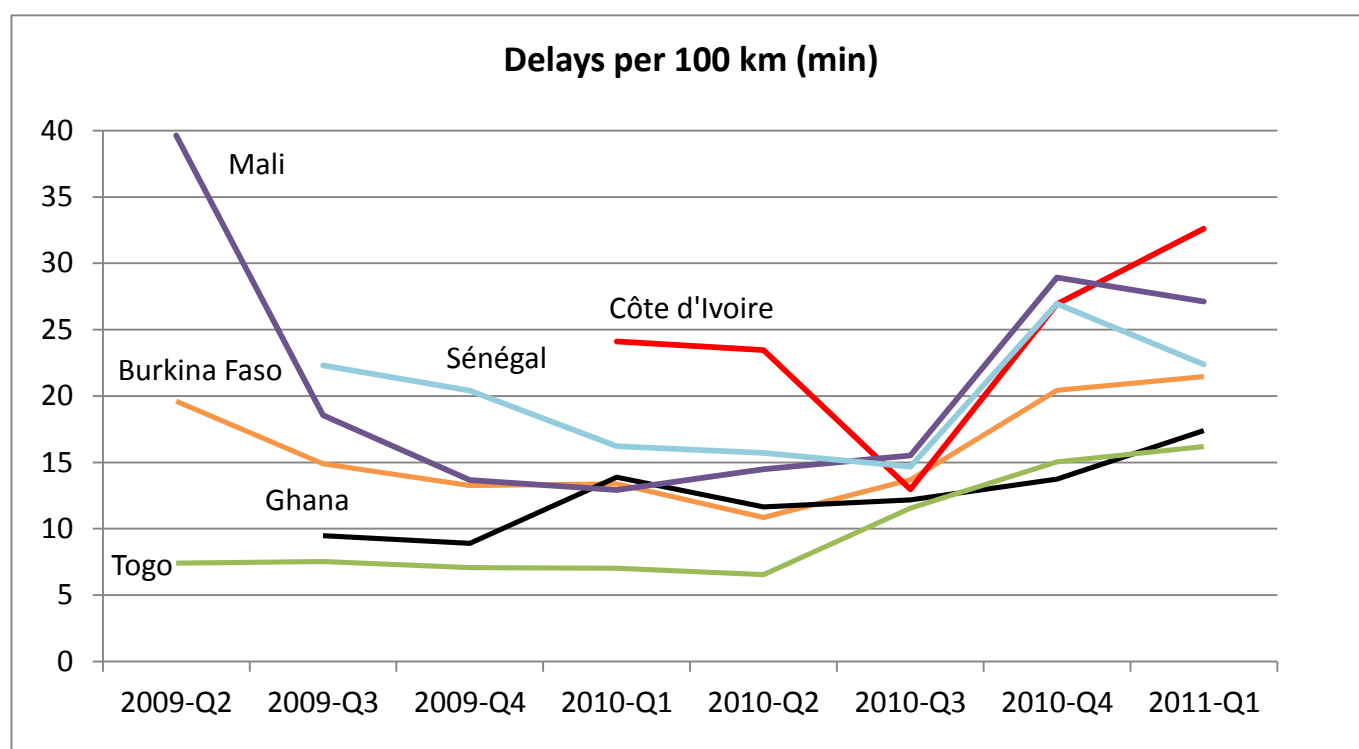
**Mali** follows. All of the uniformed services contribute significantly to delays experienced. **Sénégal** is in third position, largely due to the Gendarmes and the Police; in **Burkina Faso**, customs agents cause most of the delays.

**Figure 10: Source of delays by country and by uniformed service**

Note: When different agents are present at the same checkpoint, delays are attributed equally.

The overall increase in delays observed during the previous quarter was confirmed in this quarter's data. Apart from Mali and Senegal where there were small decreases, all of the other countries saw delays increase slightly.

This can be explained partly by a real increase in delays at checkpoints and partly by a more exhaustive consideration of all delays, particularly at borders, by drivers.

**Figure 12: Trend in delays per 100 km by country**

## Conclusion

### ***Over the long term, there are not clear signs of improvement***

Apart from the increase in delays seen during this quarter, which was partly due to an increase in precision of delay measurement at borders, none of the indicators has significantly changed one way or the other over the past year. This suggests that the pledges made by different governments are ineffective, have little impact or are simply taking too long to be implemented.

One good example comes from Togo, where, despite the announcements by the customs service in January and March 2011 of the immediate elimination of three checkpoints on the corridor, drivers continue to report delays and bribes at these checkpoints.

### ***Importing is more affected than exporting***

Drivers of trucks that carry imported goods are systematically more harassed than those of trucks carrying exports – regardless of what corridor they are driving on or what country they are in.

According to the IRTG transport specialists, this occurs largely because of the perceived value of imported goods (equipment, consumable goods), and their relative scarcity, which is cited as a rationale for higher bribes

### ***Côte d'Ivoire, Mali, and Sénégal are the weakest performers in road governance***

Regardless of the indicator, these three countries perform less well than Ghana, Togo or Burkina Faso.

### ***Borders are the principal points for delays and bribes***

Border crossings account for 27% of bribes extorted from drivers and 42% of the delays drivers experience. This is particularly true at borders between Mali and Burkina Faso, and Burkina Faso and Ghana. Efforts to improve governance at borders consequently may have a greater impact than those elsewhere.

### ***Foreign drivers driving foreign trucks pay more***

With the exception of Togo, agents of uniformed services extort twice as much money from foreign drivers driving trucks registered in foreign countries as they do from local drivers. On the other hand, there is not a similar correlation in terms of delays. In effect, it would seem that a foreign driver has less power to negotiate and/or is less inclined to discuss the amount demanded or simply offers more than usual.

### ***The agents operating in the north of Côte d'Ivoire extort the highest level of bribes***

Agents operating in the north of Côte d'Ivoire are principally to blame for the long delays seen on corridors in Côte d'Ivoire, and this is also true for the high levels of bribes – the highest in the region. Sadly, drivers in Côte d'Ivoire are resigned to this state of affairs.



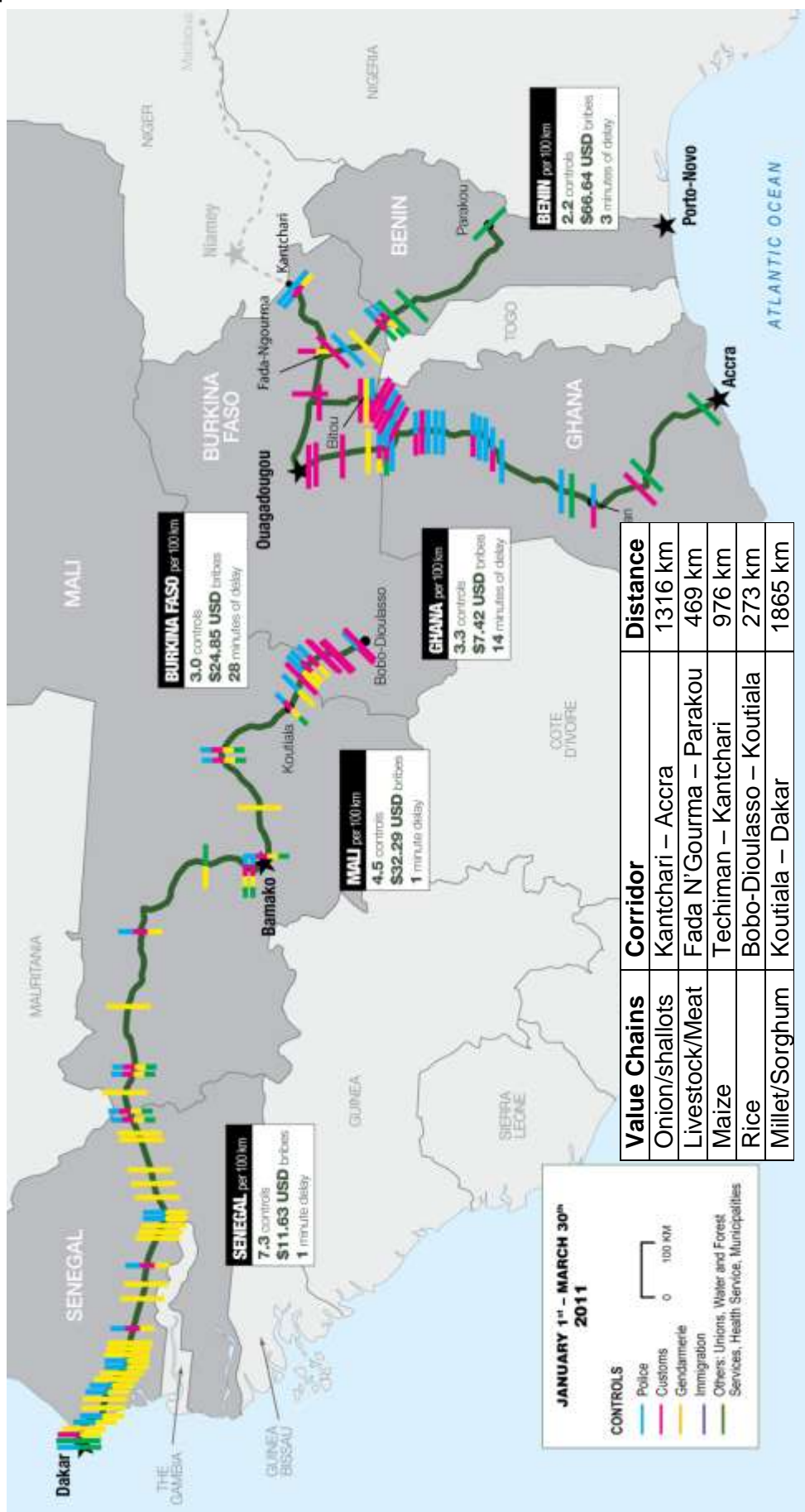
## ANNEX 1: Source data - January 2010 to March 2011

Corridor / Country	Quarter	Number of trips	Distance in km	Average number of controls per trip by service						Average bribes in F CFA per trip by service						Delays per trip (min)	
				Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km	Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km	Total	Ratio per 100 km
Abidjan-Bamako	Q1-2011	57	1174	9.1	2.5	7.7	18.3	37.6	3.2	5,095	15,525	9,267	61,492	91,379	7,784	319	27
	Q4-2010	70	1174	7.0	1.5	6.0	17.3	31.8	2.7	11,509	4,497	7,904	60,973	84,883	7,230	302	26
	Q1-2010	47	1174	5.8	2.6	4.1	18.6	31.1	2.7	9,693	5,734	5,122	55,533	76,083	6,481	276	24
Côte d'Ivoire	Q1-2011	57	710	4.3	1.4	4.6	16.9	27.1	3.8	1,705	7,468	5,834	58,108	73,115	10,298	232	33
	Q4-2010	70	710	1.9	0.2	2.2	16.2	20.5	2.9	2,467	804	2,859	59,234	65,364	9,206	190	27
	Q1-2010	47	710	1.7	0.7	1.1	15.2	18.6	2.6	2,006	1,632	1,125	43,177	47,939	6,752	201	28
Mali	Q1-2011	57	464	4.8	1.1	3.2	1.4	10.5	2.3	3,391	8,057	3,433	3,384	18,265	3,936	88	19
	Q4-2010	70	464	5.1	1.3	3.7	1.1	11.2	2.4	9,042	3,693	5,045	1,740	19,519	4,207	112	24
	Q1-2010	47	464	4.2	1.9	3.1	3.4	12.5	2.7	7,687	4,103	3,997	12,356	28,143	6,065	75	16
Abidjan-Ouaga	Q1-2011	0	1263	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Q4-2010	58	1263	4.5	4.1	3.3	10.8	22.8	1.8	6,550	6,837	5,014	43,410	61,810	4,894	261	21
	Q1-2010	18	1263	2.4	5.0	1.4	14.1	22.9	1.8	6,875	19,217	4,500	79,896	110,488	8,748	193	15
Burkina Faso	Q1-2011	0	517	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Q4-2010	58	517	1.3	3.6	1.1	0.2	6.1	1.2	3,287	5,364	2,623	143	11,417	2,208	59	11
	Q1-2010	18	517	0.8	4.3	0.9	0.5	6.6	1.3	3,708	17,833	4,042	7,792	33,375	6,456	43	8
Côte d'Ivoire	Q1-2011	0	746	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Q4-2010	58	746	3.2	0.6	2.1	10.7	16.6	2.2	3,262	1,473	2,390	43,267	50,393	6,755	202	27
	Q1-2010	18	746	1.5	0.7	0.5	13.5	16.3	2.2	3,167	1,383	458	72,104	77,113	10,337	150	20
Bamako-Dakar	Q1-2011	159	1476	10.4	2.5	12.0	1.0	25.9	1.8	9,642	16,196	13,674	1,045	40,557	2,748	430	29
	Q4-2010	183	1476	10.4	2.6	13.3	1.4	27.8	1.9	18,984	9,225	16,274	1,218	45,702	3,096	423	29
	Q1-2010	184	1476	12.0	1.8	22.3	2.6	38.7	2.6	20,057	4,486	23,865	3,307	51,716	3,504	192	13
Mali	Q1-2011	159	794	3.9	2.0	3.7	1.0	10.7	1.3	7,716	6,822	3,771	1,045	19,354	2,438	277	35
	Q4-2010	183	794	4.0	2.2	4.1	1.4	11.7	1.5	7,637	7,401	4,667	1,206	20,911	2,634	239	30
	Q1-2010	184	794	4.6	1.5	5.3	2.6	14.0	1.8	6,764	3,672	5,020	3,307	18,763	2,363	81	10
Sénégal	Q1-2011	159	682	6.5	0.5	8.2	0.0	15.2	2.2	1,926	9,374	9,903	-	21,203	3,109	153	22
	Q4-2010	183	682	6.5	0.5	9.2	0.0	16.1	2.4	11,348	1,824	11,608	12	24,791	3,635	184	27
	Q1-2010	184	682	7.3	0.3	17.0	0.0	24.6	3.6	13,293	814	18,845	-	32,952	4,832	111	16
Bamako-Ouaga via Heremakono	Q1-2011	86	934	6.3	10.5	5.4	2.4	24.6	2.6	26,153	11,651	8,422	4,860	51,086	5,470	169	18
	Q4-2010	58	934	5.9	9.5	5.3	3.4	24.1	2.6	9,093	22,018	6,490	5,736	43,337	4,640	218	23
	Q1-2010	86	934	6.4	9.5	5.6	6.3	27.8	3.0	11,037	13,640	7,971	9,122	41,770	4,472	102	11
Burkina Faso	Q1-2011	86	502	1.0	5.7	0.9	0.3	7.9	1.6	7,977	1,894	1,495	268	11,633	2,317	54	11
	Q4-2010	58	502	0.9	4.7	0.7	0.4	6.7	1.3	1,448	8,567	832	481	11,328	2,256	63	13
	Q1-2010	86	502	1.0	5.8	0.9	0.1	7.8	1.5	1,907	7,000	1,651	87	10,645	2,121	42	8
Mali	Q1-2011	86	432	5.3	4.8	4.5	2.2	16.8	3.9	18,176	9,758	6,927	4,592	39,453	9,133	115	27
	Q4-2010	58	432	5.0	4.8	4.6	3.0	17.4	4.0	7,645	13,451	5,658	5,255	32,010	7,410	155	36
	Q1-2010	86	432	5.4	3.7	4.7	6.2	20.0	4.6	9,130	6,640	6,320	9,035	31,124	7,205	60	14
Bamako-Ouaga via Koury	Q1-2011	50	1035	6.4	9.9	5.2	2.0	23.5	2.3	18,980	12,875	7,543	4,224	43,621	4,215	180	17
	Q4-2010	44	1035	5.9	9.4	4.4	5.4	25.1	2.4	10,651	14,972	6,150	8,604	40,378	3,901	203	20
	Q1-2010	69	1035	7.6	11.2	5.9	6.5	31.3	3.0	15,915	13,910	8,974	7,973	46,771	4,519	124	12
Burkina Faso	Q1-2011	50	488	1.0	5.0	1.0	0.3	7.3	1.5	6,798	3,235	2,680	299	13,011	2,666	54	11
	Q4-2010	44	488	1.0	4.6	0.4	0.6	6.6	1.3	1,466	5,135	810	890	8,301	1,701	62	13
	Q1-2010	69	488	1.0	6.5	1.0	0.1	8.6	1.8	2,217	7,067	2,447	189	11,920	2,443	50	10
Mali	Q1-2011	50	547	5.4	4.8	4.2	1.7	16.2	3.0	12,183	9,640	4,863	3,925	30,611	5,596	126	23
	Q4-2010	44	547	4.9	4.8	3.9	4.8	18.5	3.4	9,185	9,837	5,340	7,715	32,076	5,864	141	26
	Q1-2010	69	547	6.7	4.7	5.0	6.4	22.7	4.2	13,698	6,843	6,527	7,783	34,852	6,371	74	13
Ouagadougou-Lomé	Q1-2011	221	1020	5.4	10.8	3.7	0.0	20.0	2.0	8,706	6,217	4,952	-	19,875	1,949	208	20
	Q4-2010	209	1020	5.1	11.2	3.6	0.0	19.9	1.9	5,770	10,678	4,867	20	21,335	2,092	210	21
	Q1-2010	231	1020	5.3	10.2	3.6	0.2	19.4	1.9	6,407	8,236	5,070	276	19,989	1,960	93	9
Burkina Faso	Q1-2011	221	274	1.0	5.0	0.9	0.0	6.9	2.5	4,587	1,448	1,861	-	7,896	2,882	87	32
	Q4-2010	209	274	1.1	5.3	1.1	0.0	7.5	2.7	1,629	4,877	2,107	10	8,623	3,147	97	36
	Q1-2010	231	274	1.1	4.4	0.9	0.0	6.4	2.4	1,519	4,643	1,765	77	8,004	2,921	41	15
Togo	Q1-2011	221	746	4.5	5.8	2.8	0.0	13.1	1.7	4,119	4,770	3,090	-	11,979	1,606	121	16
	Q4-2010	209	746	4.0	5.8	2.5	0.0	12.3	1.7	4,141	5,801	2,760	10	12,712	1,704	112	15
	Q1-2010	231	746	4.3	5.8	2.7	0.2	12.9	1.7	4,888	3,593	3,305	199	11,985	1,607	52	7
Ouagadougou-Tema	Q1-2011	197	1057	11.0	10.3	1.1	0.1	22.5	2.1	7,584	7,209	2,547	269	17,609	1,666	267	25
	Q4-2010	151	1057	8.7	9.8	1.0	0.3	19.8	1.9	5,149	5,988	2,468	39	13,645	1,291	240	23
	Q1-2010	114	1057	9.5	12.2	0.9	0.1	22.7	2.1	4,795	8,116	2,171	61	15,143	1,433	209	20
Burkina Faso	Q1-2011	197	176	1.0	3.5	1.1	0.1	5.7	3.2	4,437	1,480	2,547	244	8,706	4,947	114	65
	Q4-2010	151	176	0.8	2.8	1.0	0.1	4.8	2.7	1,326	3,355	2,468	-	7,150	4,062	119	67
	Q1-2010	114	176	1.0	4.3	0.9	0.1	6.2	3.5	1,582	4,789	2,171	57	8,600	4,887	86	49
Ghana	Q1-2011	197	881	10.0	6.7	0.0	0.1	16.8	1.9	3,148	5,729	-	25	8,902	1,010	153	17
	Q4-2010	151	881	7.9	7.0	0.0	0.2	15.1	1.7	3,822	2,633	-	39	6,495	737	121	14
	Q1-2010	114	881	8.6	7.9	0.0	0.0	16.5	1.9	3,212	3,327	-	4	6,543	743	122	14

Note: Currency used is CFA Franc. For the first quarter 2011, exchange rates were 317 CFA for 1 GH¢ and 480 CFA for 1 USD, for the fourth quarter 2010, 334 CFA for 1 GH¢ and 483 CFA for 1 USD, and for the first quarter 2010, 333 CFA for 1 GH¢ and 474 CFA for 1 USD.

## SECTION 2 – Road Governance on USAID ATP/E-ATP-monitored corridors

**Figure 12: ATP Data Map**



## Introduction

The USAID Agribusiness and Trade Promotion (ATP) and Expanded Agribusiness and Trade Promotion (E-ATP) projects aim to increase the value and volume of intra-regional agricultural trade, in order to attain the targeted 6% growth set by the Comprehensive African Agricultural Development Program (CAADP) of the New Partnership for Africa's Development (NEPAD). The two projects similarly contribute to the ECOWAS Common Agricultural Policy (ECOWAP) and the UEMOA Agricultural Policy (PAU) and its federated regional programs. The projects target six value chains (maize, onions/shallots, livestock/meat, millet/sorghum, rice and poultry) along the transport corridors linking production zones to consumer markets in West Africa.

The following corridors are monitored:

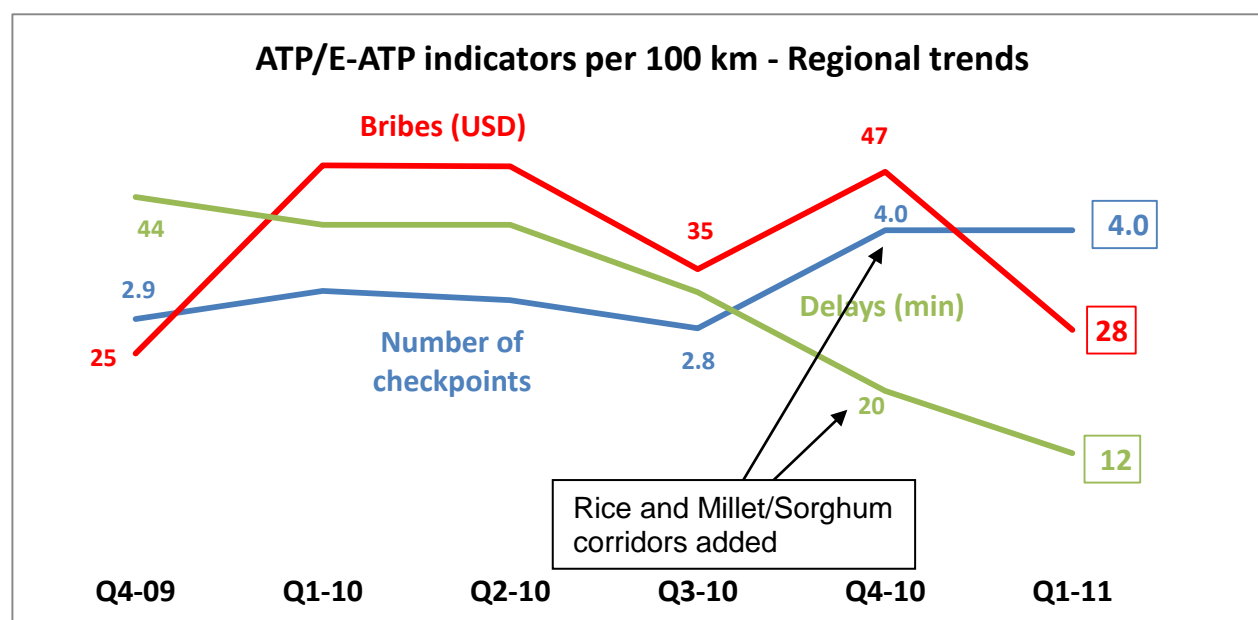
Value Chains	Corridor	Distance
Onion/shallots	Kantchari – Accra	1316 km
Livestock/Meat	Fada N'Gourma – Parakou	469 km
Maize	Techiman – Kantchari	976 km
Rice	Bobo-Dioulasso – Koutiala	273 km
Millet/Sorghum	Koutiala – Dakar	1865 km

The movement of these agricultural goods along the corridors remains a serious challenge, with numerous checkpoints, a very high level of bribery and long delays.

The extent of the road governance problems on the corridors is stupefying. The consequences severely harm the national and regional economies. Nevertheless, since the implementation of USAID ATP and E-ATP activities, the extent of the problem has diminished more and more.

## Summary

**Figure 13** shows the trend in indicators on the five corridors.

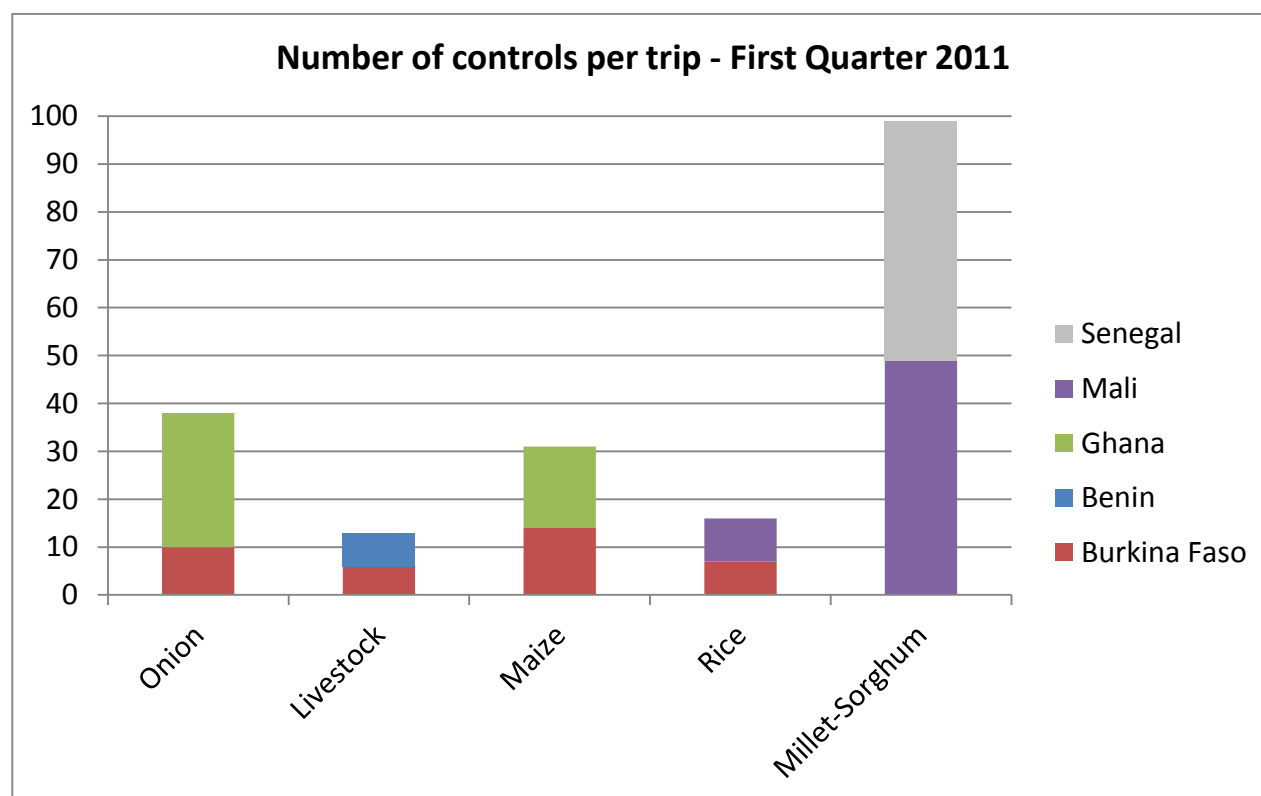


An important – and sustained – decline in delays was noted this quarter compared to the previous quarter, as well as a decline in the level of bribery; the number of checkpoints did not appreciably change. Still, bribery remains very high: a truck driver will pay, on average, 223 USD in illegal payments per trip.

### **I. Number of Controls**

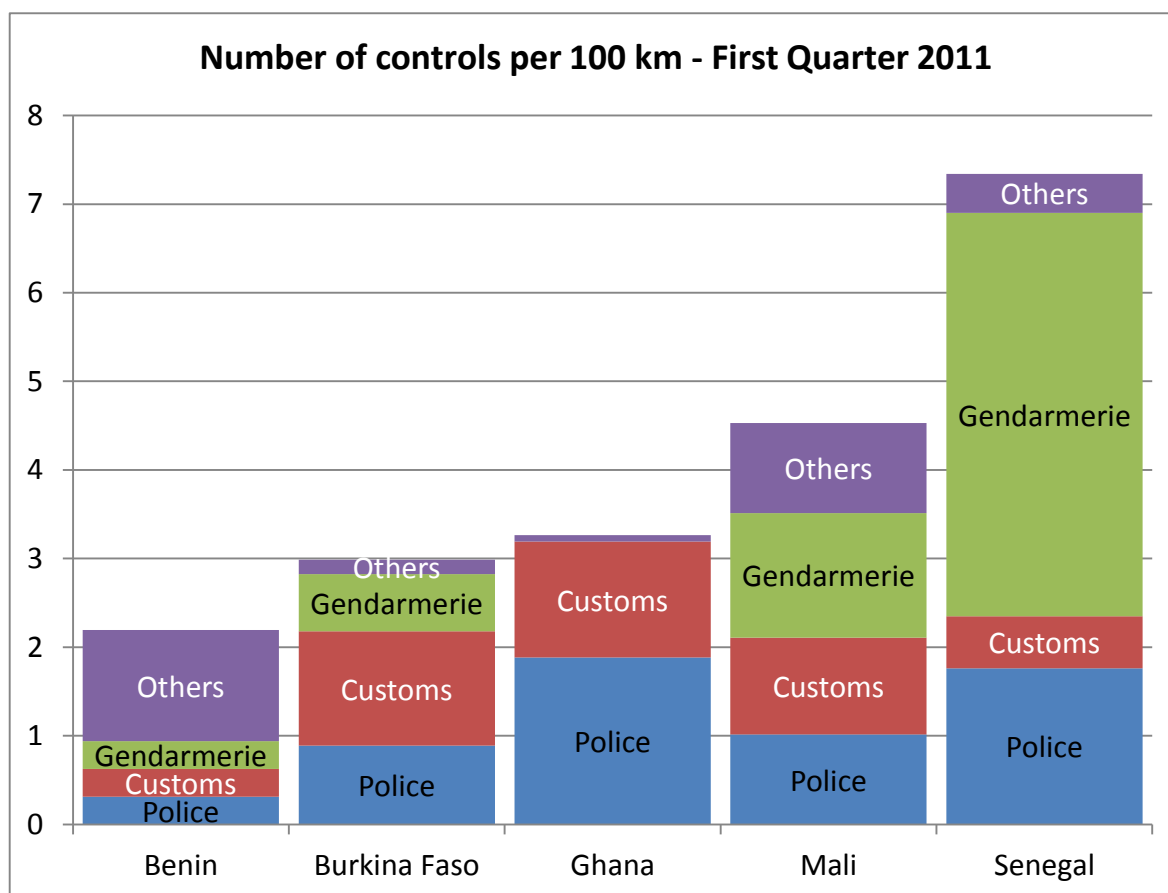
The corridors monitored by the USAID ATP project include following trucks carrying onions from Kantchari to Accra, livestock from Fada N’Gourma to Parakou, and maize from Techiman to Kantchari. These corridors are the least dense in terms of checkpoints per 100 km. By comparison, the value chain corridors of the USAID E-ATP project, particularly in Senegal and Mali, have a higher density of controls, 7 and 5 per 100 km, respectively.

**Figure 14: Controls observed per trip, by corridor and sub-corridor**



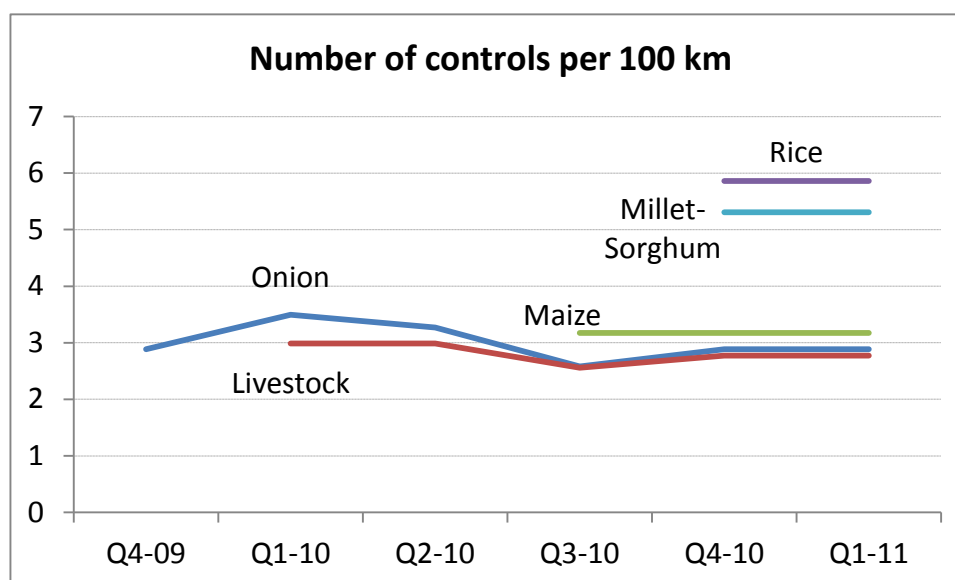
The uniformed services or agencies that operate most checkpoints are the gendarmerie in Senegal (4.6 controls per 100 km) and in Mali (1.4 per 100 km); the police in Ghana (1.9 per 100 km); the veterinary and municipal services in Benin (1.3 per 100 km) and customs in Burkina Faso (1.3 per 100 km).

**Figure 15: Density of controls by country and by uniformed service/agency**



Aside from the Livestock/Meat corridor, which saw a light decrease, the number of controls did not change per 100 km during this quarter.

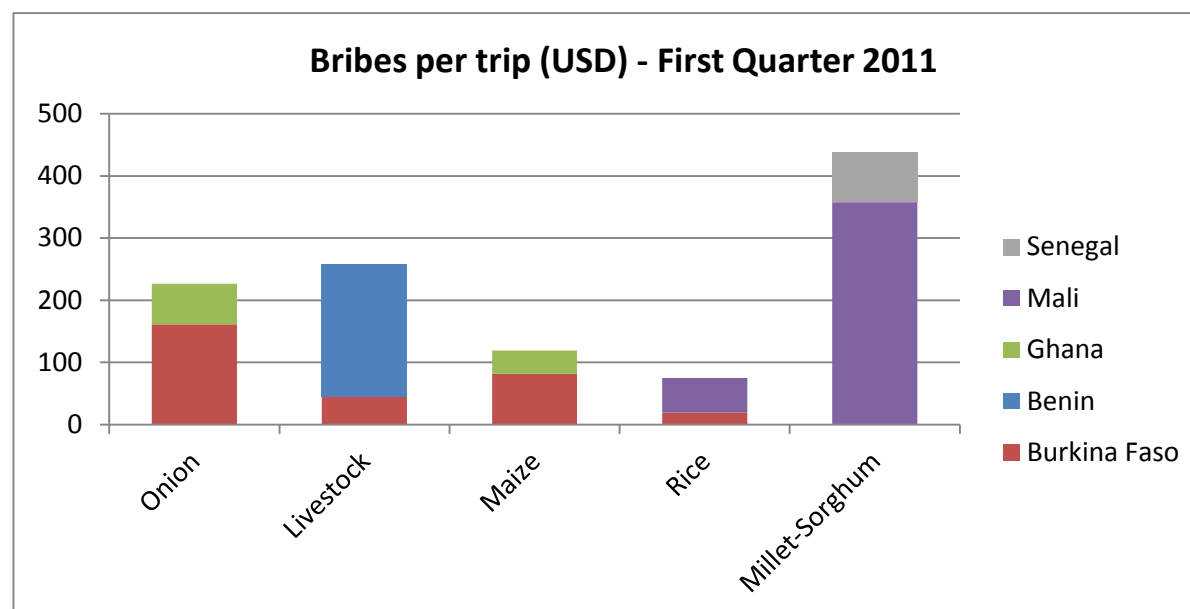
**Figure 16: Trend in the number of controls per 100 km by corridor**



## **II. Bribery**

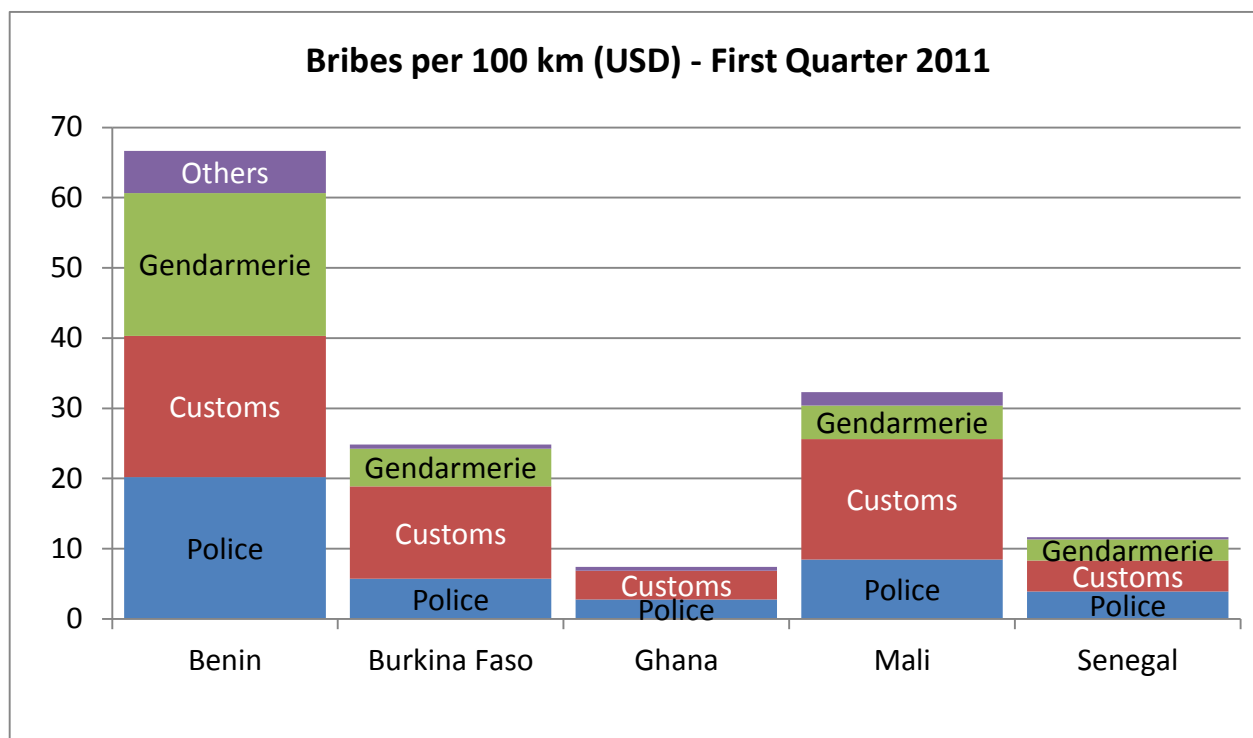
Drivers pay the highest bribes in Mali, where payments can reach 350 USD per trip, and principally pay these sums on the Millet/Sorghum corridor. Benin is a close second, where drivers pay more than 200 USD per trip as they haul livestock. In Burkina Faso, drivers pay about 160 USD per trip on the Onion/Shallot corridor. Ghana remains the least harassing, with an average of 50 USD per trip.

**Figure 17: Bribery observed per trip by corridor and sub-corridor**



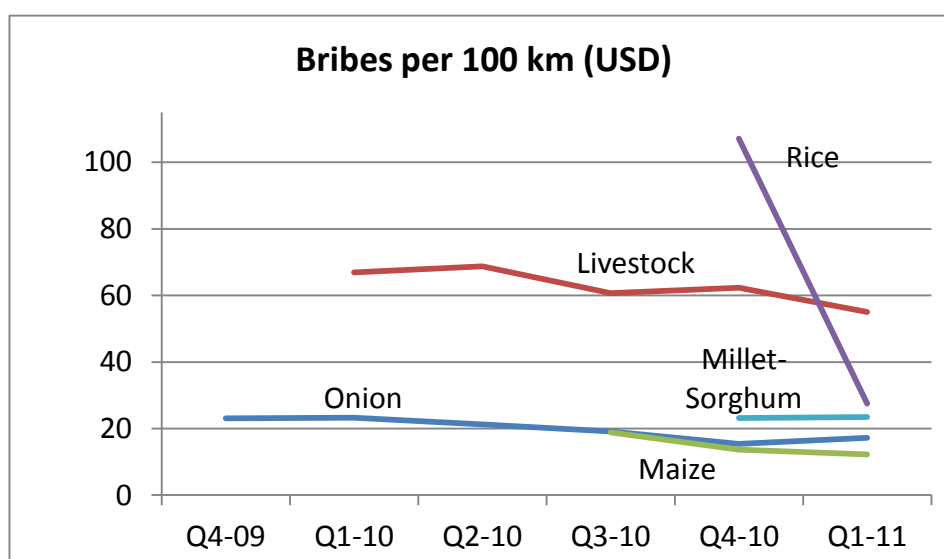
In Benin, on the Livestock corridor, customs, police and gendarmerie are the services that extort the highest levels of bribes with an average of 60 USD per 100 km. In Burkina Faso and in Mali, customs is the primary service extorting the highest level of bribes, with an average of 15 USD per 100 km.

**Figure 18: Density of bribery observed by country and by uniformed service**



This quarter, the Rice, Livestock and Maize corridors saw a decrease in the level of bribery. The Rice corridor (273 km), which goes from Bobo-Dioulasso to Koutiala, saw the greatest decrease: from 292 USD to 75 USD per trip. This decline occurred because mobile customs checkpoints are no longer extorting bribes from drivers who haul local rice.

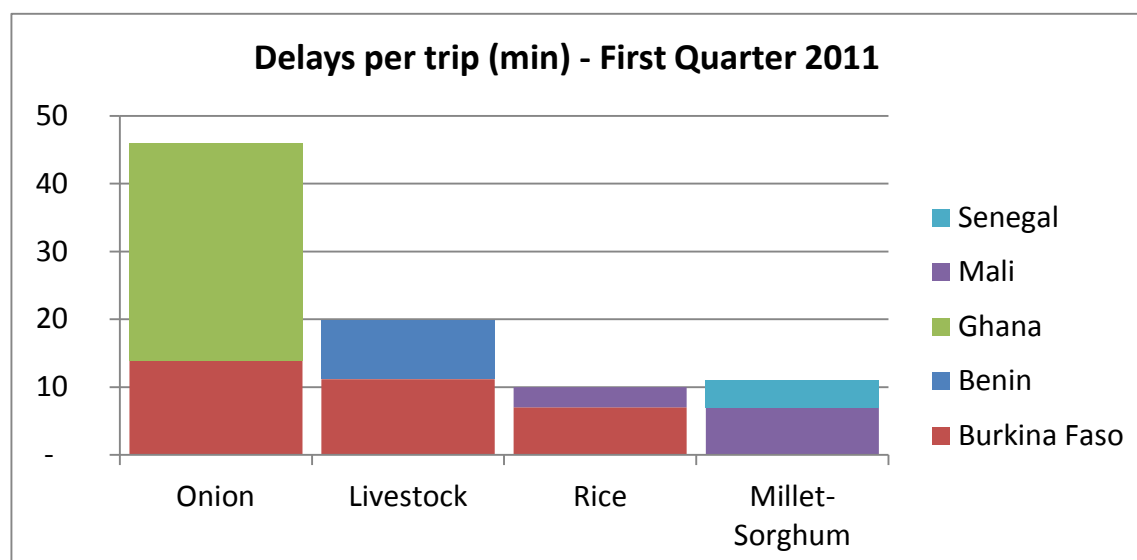
**Figure 19: Trend in bribes per 100 km by corridor**



### III. Delays

The graphic below (Fig. 20) shows that drivers on the Onion corridor – from Kantchari to Techiman – experience the greatest delays. This is due to very long delays at Kantchari and at Fada N’Gourma that occur as drivers wait for escorts by gendarmes due to security issues on the route. In Ghana, the delays occur mainly at Bawku. The strategy of fostering dialogue between drivers and traders on the one hand and uniformed services on the other largely explains the decline in delays seen this quarter.

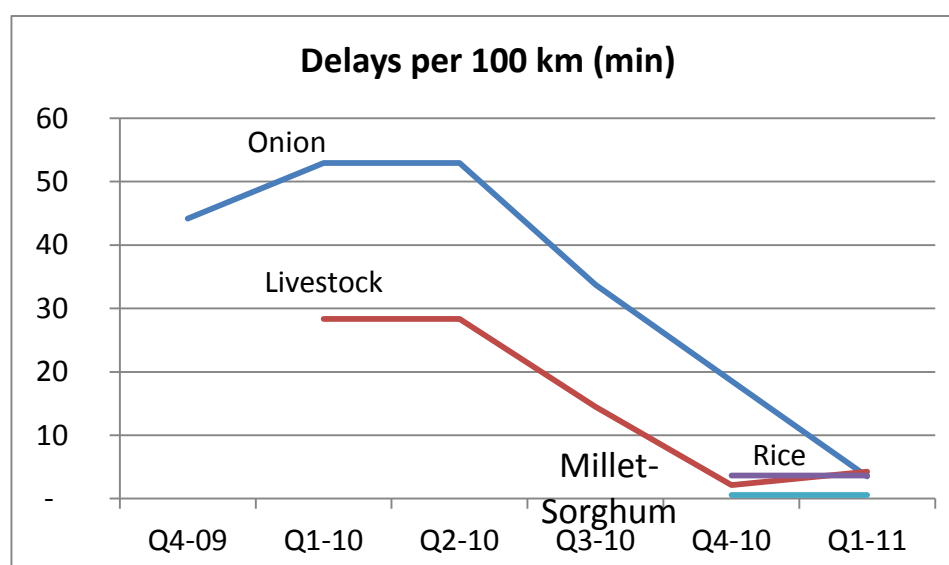
**Figure 20: Delays observed per trip, by corridor and sub-corridor**



N.B.: Delays on the Maize corridor are not considered here due to aberrations in data collection

Delays have declined sustainably on all of the corridors monitored by USAID ATP and E-ATP.

**Figure 21: Trend in delays per 100 km by corridor**





## Conclusion

The communications and advocacy strategies implemented by the USAID ATP and E-ATP projects are beginning to bear fruit for all of the indicators: delays have fallen significantly and the decline has been sustained; bribery has dropped significantly; and the number of checkpoints has not increased. These strategies are implemented with truck drivers and traders who understand more and more the importance of professionalism and of a permanent dialogue with the uniformed services.

## ANNEX 2: Source data - January 2010 to March 2011

Corridor / Country	Quarter	Number of trips	Distance in km	Average number of controls per trip by service					Average bribes in F CFA per trip by service					Delays per trip (min)			
				Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km	Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km	Total	Ratio per 100 km
Burkina Faso	Jan-Mar 11	26	400	2	6	2	0	10	2.5	19,500	40,193	17,808	0	77,501	19,375	14	4
	Oct-Dec 10	44	400	2	6	2	0	10	3	19,773	33,682	20,068	0	73,523	18,381	159	40
	Jan-Mar 10	27	400	2	6	4	1	13	3	24,889	55,037	18,407	4,111	102,444	25,611	284	71
Ghana	Jan-Mar 11	26	916	18	10	0	0	28	3.1	10,718	17,052	0	3,399	31,169	3,403	32	3
	Oct-Dec 10	44	916	18	10	0	0	28	3	8,125	15,275	0	350	23,750	2,593	85	9
	Jan-Mar 10	27	916	21	9	0	3	33	4	16,574	27,697	0	104	44,375	4,844	413	45
Kantchari-Accra	Jan-Mar 11	26	1316	24	28	8	1	61	4.6	74,880	145,964	56,283	7,510	284,637	21,629	46	3
	Oct-Dec 10	44	1316	20	16	2	0	38	2.9	27,898	48,957	20,068	350	97,273	7,392	244	19
	Jan-Mar 10	27	1316	23	15	4	4	46	3.5	41,463	82,734	18,407	4,215	146,819	11,156	697	53
Burkina Faso	Jan-Mar 11	47	150	2	2	1	1	6	4.0	7,606	6,479	4,915	2,787	21,787	14,525	11	7
	Oct-Dec 10	90	150	2	2	1	1	6	4	5,778	6,811	4,989	2,817	20,395	13,597	7	5
	Jan-Mar 10	21	150	2	2	2	1	7	5	12,952	9,357	8,571	333	31,214	20,810	66	44
Benin	Jan-Mar 11	47	319	1	1	1	4	7	2.2	30,957	30,745	31,170	9,170	102,043	31,988	9	3
	Oct-Dec 10	90	319	1	1	1	4	7	2	30,694	33,593	34,165	21,491	119,943	37,600	3	1
	Jan-Mar 10	21	319	1	1	1	4	7	2	28,714	37,857	35,714	17,190	119,476	37,453	67	21
Fada - Parakou	Jan-Mar 11	41	469	3	3	2	5	13	2.8	38,564	37,223	36,085	11,957	123,830	26,403	20	4
	Oct-Dec 10	90	469	3	3	2	5	13	2.8	36,472	40,404	39,154	24,308	140,338	29,923	10	2
	Jan-Mar 10	21	469	3	3	3	5	14	3.0	41,667	47,214	44,286	17,524	150,690	32,130	133	28
Ghana	Jan-Mar 11	9	463	8	8	0	1	17	3.7	7,690	10,093	0	172	17,955	3,878	984	24
	Oct-Dec 10	10	463	8	8	0	1	17	4	3,250	3,575	0	5,850	12,675	2,738	330	71
	Jan-Mar 11	9	513	5	4	4	1	14	3	5,000	26,392	7,111	667	39,170	7,635	1,482	32
Burkina Faso	Oct-Dec 10	10	513	5	4	4	1	14	2.7	8,550	25,090	7,750	10,050	51,440	10,027	398	78
	Jan-Mar 11	10	976	13	12	4	2	31	3.2	12,690	36,485	7,111	839	57,125	5,853	2,466	25
	Oct-Dec 10	10	976	13	12	4	2	31	3.2	11,800	28,665	7,750	15,900	64,115	6,569	728	75
Burkina Faso	Jan-Mar 11	9	176	2	4	1	0	7	4.0	1,889	5,333	2,111	0	9,333	5,303	7	4
	Oct-Dec 10	9	176	2	4	1	0	7	4	5,778	6,811	4,989	2,817	20,395	11,588	7	4
	Jan-Mar 11	9	97	3	3	3	0	9	9	3,389	20,278	3,056	0	26,722	27,549	3	3
Mali	Oct-Dec 10	9	97	3	3	3	0	9	9.3	30,694	33,593	34,165	21,491	119,943	123,653	3	3
	Jan-Mar 11	9	273	5	7	4	0	16	5.9	5,278	25,611	5,167	0	36,056	13,207	10	4
	Oct-Dec 10	9	273	5	7	4	0	16	5.9	36,472	40,404	39,154	24,308	140,338	51,406	10	4
Mali	Jan-Mar 11	26	1,184	10	11	15	13	49	4.1	48,692	85,250	26,123	11,731	171,796	14,510	7	1
	Oct-Dec 10	19	1,184	10	11	15	13	49	4	34,053	66,026	37,000	33,224	170,303	14,384	7	1
	Jan-Mar 11	26	681	12	4	31	3	50	7	12,854	14,394	9,846	923	38,017	5,583	4	1
Senegal	Oct-Dec 10	19	681	12	4	31	3	50	7.3	10,579	14,342	11,737	263	36,921	5,422	4	1
	Jan-Mar 11	26	1865	22	15	46	16	99	5.3	61,546	99,644	35,969	12,654	209,813	11,250	11	1
	Oct-Dec 10	19	1865	22	15	46	16	99	5.3	44,632	80,368	48,737	33,487	207,224	11,111	11	1

Note: Currency used is CFA Franc. For the first quarter 2011, exchange rates were 309 CFA for 1 GH¢ and 480 CFA for 1 USD, for the fourth quarter 2010, 334 CFA for 1 GH¢ and 483 CFA for 1 USD, and for the first quarter 2010, 333 CFA for 1 GH¢ and 474 CFA for 1 USD

## NOTES

# COMPLAINTS ARE KEY TO REDUCING HARASSMENT

Uniformed services have set up hotlines that drivers can call to report road harassment. Complaints are one important way drivers can help the uniformed services weed out officers who use their positions for personal gain.

Drivers who feel a uniformed official has harassed them can call the following numbers to report the incident:



## BENIN

To report offenses by customs officials dial

**+229 81 000 001**

or

**+229 81 000 002.**



## COTE D'IVOIRE

To report offenses by any uniformed

officer dial **115.**



## GHANA

To report offenses by police officers dial

**+233 (0) 30 277 6435.**

To report offenses by customs officials dial

**+233 (0) 28 953 3990.**

To report offenses by immigration officers dial

**+233 (0) 28 955 6000**

or

**+223 (0) 29 933 3505.**



## MALI

To report offenses by gendarmes dial

**+233 66 711 712.**



## TOGO

To report offenses by gendarmes dial **162**

or

To report offenses by any uniformed officer dial

**161**

or

Drivers can also call commandant Gbadagou at

**+228 9052567** to report offenses by either the police or gendarmes.





**BORDERLESS** is a vision of increased trade across West Africa.

**BORDERLESS** is trucks hauling maize and millet from Ouagadougou to Cotonou, Bamako to Niamey, tariff-free and efficiently, free trade that ensures everyone has enough to eat.

**BORDERLESS** is people working together - trucking companies and drivers, uniformed services and customs officials, civil society and traders - to increase trade across the region.

